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$10.00 and $12.50
per piece of 30 yards.
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No. 17,471. 號一十七百四千七萬一第 日三十月四年 壽甲 HONGKONG, THURSDAY, MAY 7TH, 1914. 四拜禮 號七月五年三國民華中 PRICE, $3 PER MONTH.

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Hongkong, 5th May, 1914. [485

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Hongkong, 9th December, 1913. [1407

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Hongkong, 24th April, 1914. [614

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes.
8.00 „	to 10.00 „	„ 10	„
10.00 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.10 „	„ 10	„

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8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

8.00 a.m.	to 10.30 a.m.	Every 15	minutes.
10.30 „	to 11.00 „	„ 10	„
11.45 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.00 „	„ 15	„
5.00 „	to 6.00 „	„ 10	„
6.00 „	to 7.00 „	„ 15	„

NIGHT CARS as on Week Days.

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JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1913. [502

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TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

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$ 40.00	Shanghai (S.M.R. Trains)	Lv.	Pokanoon			Mon.	wed.
Y 14.85	Dairen „	Ar.		2.35 p.m.		Wed.	Fri.
	Mukden „	Ar.		11.25 „		„	„
Y 11.80	Changchun „	Lv.		11.40 „		„	„
	„ „	Ar.		7.10 a.m.		Th.	Sat.
$ 9.00	Harbin (Russian Train)	Lv.		9.00 „		„	„
	„	Ar.		7.30 p.m.		„	„

1st Class Fares	Connecting at Harbin with		Wagon Lits From Moscow	Russian State Express: From St. Pet'g.	Russian State Express: From Moscow	Sakaki	Kobe
$ 4.60	Harbin (Russian Train)	Lv.		10.10 a.m.		Fri.	Mon.
	Changchun „	Ar.		4.30 p.m.		„	„
Y 11.30	„ „	Lv.		5.45 „		„	„
	Mukden „	Ar.		8.45 a.m.		„	„
Y 14.85	„ „	Lv.		1.55 p.m.		„	„
	Dairen „ (S.M.R. Trains)	Ar.		9.00 „		Fri.	Tues.
Y 40.00	Shanghai „	Ar.		Forenoon		Sat.	Fri.
						Mon.	Sat.
						Kobe	Sakaki

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The above fares do not include the Express Train Berth Fee.

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FIRST-CLASS RESIDENTIAL and TOURIST HOTEL Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.

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Hongkong, 20th March, 1914. [442

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ONLY *communications relating to the news column should be addressed to* THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously owned communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VOEUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 7TH, 1914.

AFTER losing Outer Mongolia and seeing Inner Mongolia in jeopardy, China is naturally anxious to do all that she can to consolidate her position in the latter territory, but we cannot say that we are very sanguine as to the prospects of success of the scheme for bringing it under the Provincial system of Government and as incorporating it as an integral part of the Republic of China. The proposal is none the less interesting: for one thing, it proves that the idea that was mooted some time ago of abolishing the Provincial divisions of the Republic and substituting much smaller sub-divisions, all under the direct rule of Peking, something on the lines of the French departments, has now collapsed. But what is far more important than any points of detail is the essential idea that the Republic is absolute master of the fate of its dependencies and can deal with them in any way that it wishes. China learns nothing and remembers nothing. The same proposal was made with regard to Tibet, and the nett result has been that China has, in the course of a couple of years, lost all the hold she had on that territory, and the fruit of the efforts of successive leaders, from the Emperor CH'IEN-LUNG down to the Warden of the Marches, CHAO ERH-FENG, has been wrested from her, and she is even finding it a struggle to maintain her position in the tribal regions East of the frontier. Outer Mongolia, too, taught the same lesson—it was China's assumption that she could colonize and garrison that area irrespective of the wishes of the tributary rulers that aroused local feeling and gave the Urga Hutukhutu the backing necessary to assure success in his revolt. It is curious to notice how much more despotic the Republican Government is in its treatment of tributary peoples than was the despotism it succeeded—or it would be curious if there were any reality in the Republican idea in China. It might be suggested that the Manchu EMPERORS, themselves a ruling family and sprung from tribal chieftains originally of similar status to the Princes of Mongolia, were better able to enter into the feelings of these latter and to appreciate the value they set on their privileges and rank, and at the same time were in a better position to negotiate with them and to placate them when any developments of the policy of the Peking Government threatened to encroach on their prerogatives. One of the mistakes the Republican Government makes is to ignore these minor potentates. In the manifestoes and provisional constitutions of the early days of the Republic emphasis was constantly laid on the unity of the "five races" in one family and the essential equality of all citizens, the logical effect of which would be to cancel the allegiance owed to his Prince by a member of any of the tribes of Mongolia. To take an extreme example, it is as if a Republic *régime* had been instituted in Great Britain, and the feudatory Princes of India were relegated to an equality of citizenship with the lowest of the sweepers. Events have proved that this was all a mere form of words, for the PRESIDENT has found nothing to prevent his promoting some of the Mongolian chieftains to higher degrees of royalty, but the fact that such words were used shows that the Republican authorities were either ignorant or careless of the rights of the Princes. So now it will be on the various Princes or chiefs (of whom there are nineteen) that the success of any scheme for sinicizing the Government of Inner Mongolia will depend. The division of their territory into Provinces under Tutuhs and Civil Administrators will mean a loss of authority to these tributary rulers, and if the project is to be carried forward with their approval and goodwill, that approval and goodwill will have to be purchased by giving some adequate compensation. Probably China will find in the long run that a policy of gradual and peaceful penetration will serve her purpose best, and for this she has already laid a foundation by the opening of Kalgan, Dolonor, and Hada (Ch'ih-feng Hsien) to foreign trade. These towns are not in Mongolia, but they are the three great *entrepôts* for Mongolian trade, and their opening may be expected to produce such a development of commerce in these regions as shall aid in consolidating China's hold on them while at the same time proving lucrative, and therefore welcome, to the Princes. The relations between China and her tributaries are, as has often been pointed out, in an ill-defined state, and any developments on her part must always be subject to one of the three following conditions—they must either be acceptable and welcome to the feudatories, or must be accompanied by adequate compensation, or must be backed by adequate force. In the present state of affairs, the first condition indicates the line along which she will have to advance in Inner Mongolia; the wise policy will be by developing the trade, resources, and communications of the country, to add to its riches, and to those of its rulers, and so, by making it economically dependent on China, to strengthen the political link between the two dominions.

Yesterday was the fourth anniversary of the accession of King George V. to the throne. Some of the ships in the harbour were dressed for the occasion and a salute was fired at noon.

We learn that the Hongkong Government is appointing a committee to consider what further precautions should be taken to prevent piracy on British steamboats in the neighbouring waters.

The Hippodrome Circus is due to arrive in Hongkong to-day. The first performance will take place on Saturday evening at 9.15 p.m. Booking is at the Robinson Piano Co., Ltd.

Of the two men who were charged at the Magistracy with being in unlawful possession of three Mausers, 1,500 rounds of ammunition, and 115 taels of opium, one was discharged, and the other, a very old man, was fined $10 on each charge, or 14 days, by Mr. Wood.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A TRAGEDY OF THE SEA.

STEAMER BURNT ON THE ATLANTIC.

HALIFAX, May 6th.

A mysterious call for help was received by the German liner *Seydlitz*, which hastened to the spot from whence the call came, 150 miles south-east of Sable Island, where she sighted a steamer seemingly burnt out. There was no sign of life.

NEW YORK, May 6th.

The Commander of the Cunard steamer *Franconia* intimates by wireless that he has picked up a boat containing 13 survivors from the British steamer *Columbian*, bound from Antwerp to New York, which had caught fire at sea on Sunday night. With the survivors was the body of the Chief Steward. Another boat, containing the Chief and Second Officers, and 17 men, is still adrift.

The survivors were in a very exhausted condition. They had been in the boat forty hours.

The fire started on Sunday. Almost immediately there was a series of violent explosions, and the wireless apparatus was destroyed.

LATER.

There were no passengers on the *Columbian*, but she carried a crew of between sixty and seventy.

Two boats left the ship two hundred miles south of Cape Race but became separated in the smoke.

The survivors are so exhausted that it will be impossible for them to give a coherent story for several hours.

The *Franconia* is searching for the missing boat, which had not been located at a late hour yesterday evening.

LATEST.

The steamer *Manhattan* reports by wireless that she has picked up the *Columbian's* second boat containing Captain Macdonald and thirteen men. An engineer was killed in an explosion and a seaman was drowned when leaving the ship.

The total number rescued is 27.

Search is being made for the third boat which contains nineteen persons.

BRITISH GOVERNMENT AND THE PANAMA EXHIBITION.

PARTICIPATION NOW PROBABLE.

LONDON, May 6th.

Mr. Asquith received an influential deputation of members of the House of Commons in favour of official British participation in the Panama Exhibition at San Francisco, and the Premier promised to submit the views of the deputation to his colleagues.

The suggestion of the deputation was that the Government should erect a special Governmental Pavilion, which would serve as a rallying point for British subjects in all parts of the Empire.

Mr. Asquith intimated that the Cabinet was likely to approve this scheme, which would be in the nature of a complimentary acceptance of the invitation, without committing the Government to much expenditure.

SUPPORT IN THE COMMONWEALTH.

MELBOURNE, May 6th.

The State of West Australia has decided to participate in the Panama Canal Exhibition. All the States will now be represented, the Commonwealth display costing £60,000.

THE "SIBERIA" FALSE ALARM.

JAPAN CONDUCTING INVESTIGATIONS.

TOKYO, May 6th.

The Navy Department and the Government of Formosa are closely investigating the origin of the false wireless messages regarding the *Siberia*.

LONDON, May 6th.

Lloyds are investigating the false messages.

The establishment of a register and a secret password for each ship is suggested.

THE MEXICO TROUBLE.

MEDIATORS TO SIT IN CANADA.

MEXICO CITY, May 6th.

The Mediation Conference will be held in Canada.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BUDGET.

OPINIONS OF M.P.'s.

LONDON, May 6th.

Mr. Walter Long M.P., speaking at Holborn, said that the Government's financial methods had driven money out of the country. It was disgraceful for Mr. Lloyd George to say that he hoped the rich would make up the deficiency, and he marvelled at the quietude of the people in regard to the new finance.

Mr. Steel-Maitland M.P., in a speech in London, said that the country was tired of the multitude of officials; five thousand more would be created by the new Budget.

STOCKBROKER COMMITTED FOR TRIAL.

LONDON, May 6th.

The English stockbroker, Mr. Fenner, made notorious by reason of his connection with the American Marconi share transactions of Ministers, has been committed for trial on 78 counts under the Larceny Act. He made a statement admitting the truth of the charges against him.

NEW COMMISSIONER FOR SOMALILAND.

LONDON, May 6th.

Mr. Geoffrey Archer has been appointed Commissioner for Somaliland.

BRITISH SQUADRONS ENTERTAINED.

LONDON, May 6th.

The British squadrons visiting the Adriatic ports were enthusiastically welcomed at Venice, Trieste, and also at Abbazia, where the various officials were entertained yesterday.

CRUCIFIXION OF MOSLEM ALBANIANS.

DURAZZO, May 6th.

The Epirotes crucified two hundred Moslem Albanians of the orthodox church at Kodra, near Tepelini, and then burned the church.

STOCK EXCHANGE AND THE BUDGET.

LONDON, May 6th.

The Stock Exchange has become dull as a result of the Budget announcements.

SPEEDING UP IN PARLIAMENT.

LONDON, May 6th.

Mr. Asquith submitted a motion empowering the Speaker to eliminate obstructive blocking motions. It was carried unanimously.

HOME COUNTY CRICKET.

LONDON, May 6th.

The cricket season has opened in England.

In the County Championship, Northants drew with Surrey, and secured the points owing to their first-innings' lead.

Leicestershire beat Essex by 239 runs.

HONGKONG TENNIS TOURNAMENT.

RESULT OF THE PROFESSIONAL PAIRS.

The concluding final in connection with the Hongkong C.C.'s tennis tournament was played off last evening, when, after a most exciting contest, Messrs. Hancock and Stewart defeated Messrs. Nisbet and Phelips in the Professional Pairs, the result being doubtful until the end of the final set. The scores were 2—6, 6—3, 3—6, 6—2, 6—4. These figures reveal the remarkable equality of play which ruled throughout the games, and before the last set was decided two deuces had been made; two games and four games all. Then, as the result of a more consistent partnership, Hancock and Stewart won two consecutive games and the match.

Play was never really sparkling, but it was always hard and forced, and the probability is that had Nisbet's partner been able to maintain the form with which he opened Messrs. Hancock and Stewart would have been as narrowly beaten as they were victorious. In the set which meant so much Phelips made several bad shots, and though his partner made a commendable endeavour to pull the set off himself, Hancock and Stewart, who were a more balanced pair, managed to get the better of him. As a match of real hard tennis this concluding contest was most entertaining to a very fair number of spectators.

Sir Paul Chater has kindly consented to present the next championship trophy to take the place of that won by Mr. Nisbet.

TELEGRAMS.

["*DER OSTASIATISCHER LLOYD*" *SERVICE.*]

CHINA SERVICE.

GERMAN FIRM'S LOAN TO CHINESE PROVINCES.

PEKING, May 6th.

It is expected that a loan of $20,000,000 will be signed between the Provinces of Kirin and Fengtien and the German firm Düring & Co., of Peking, on the 10th instant.

The loan is to extend over a period of ten years and security will be the *likin* revenue in both provinces.

THE CANTON-HANKOW RAILWAY.

PEKING, May 6th.

According to a report of the *Peking Jih Pao*, the conclusion of the British-Chinese negotiations for the construction of the Nanchang-Canton branch of the Hankow-Canton Railway is imminent.

A DISTINGUISHED VISITOR TO PEKING.

PEKING, May 6th.

The German Naval Commander-in-Chief in East Asia, H.E. Vice-Admiral Graf v. Spee will arrive this evening at Peking for a visit of two days.

EUROPEAN SERVICE.

PRUSSIA'S ARMY ACT.

BERLIN, May 5th.

The Prussian Minister for War informed the Reichstag, amid great applause, that the carrying out of the new Army Act had worked absolutely faultless in the last year, being the first one since the passing of the Act. He added that last year also had proved a record year as far as the health of the Army was concerned. The required number of horses had given satisfaction, and the Army Commissariat had fulfilled its duties in an exemplary manner.

EX-MINISTERS' CONDUCT OF AFFAIRS DURING WAR.

BULGARIAN PARLIAMENTARY INQUIRY.

BERLIN, May 5th.

A Parliamentary investigation is to be held on the conduct of affairs by two Bulgarian ex-Ministers, Geshow and Danew, during the war.

BALKAN FINANCE.

BERLIN, May 5th.

The International Commission appointed to consider the financial affairs of the Balkan States will convene in June.

STRIKE OF CARTERS.

BERLIN, May 5th.

Eight hundred carters are out on strike at Hamburg.

HONGKONG LICENSING BOARD.

A meeting of the Hongkong Licensing Board was held yesterday in the Legislative Council Chamber. The Hon. Mr. Claude Severn (Colonial Secretary), presided and those also present were the Hon. Mr. E. A. Hewett, C.M.G., Mr. G. C. Alabaster, Mr. E. Shelton-Hooper, Mr. R. D. Hutchinson, Mr. D. W. Craddock and Mr. G. A. Woodcock (Hon. Secy.).

The Board considered an application from George Green for permission to remove the business now carried on by him under a publican's licence at Nos. 98 and 100 Queen's Road Central under the sign of the "Criterion Hotel" to the New Travellers Hotel at No. 74 Queen's Road Central. The business after the removal would be carried on under the sign of the "Criterion Hotel."

The application was refused.

Frederick Elliott Armstrong Martin applied for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, Shau Ki Wan Road, under the sign of the "Belle View Hotel."

The Board adjourned this application until Friday to enable further inquiries to be made.

CHILD WITH WEBBED TOES.

At an inquest held at Hackney recently on the body of a boy five months old, who died from wasting, it was stated by the grandmother that the child had webbed toes. Her husband, who died five years ago, had the same curious malformation, and the child's mother had webbed fingers. All her children had either webbed toes or webbed fingers.

SHANGHAI RACES.

THIRD DAY.

[FROM OUR OWN CORRESPONDENT.]

SHANGHAI, May 6th.

The results of to-day's racing are as follow:—

THE GREAT NORTHERN PLATE.—Seven furlongs.

Mr. Ellis Kadoorie's Fijian Chief (Mr. J. K Brand) 1
Mr. Lamerton's Bornite ... (Mr. Rowe) 2
Messrs. Winsome and Hasty's The Plover ..... (Mr. Hill) 3
Time, 1min. 48 2-5secs.

THE RUBICON PLATE.—One mile and a quarter.

Mr. Union's Britannic ... (Mr. Rowe) 1
Mr. Oswald's Bartonhill (Mr. Bremner) 2
Mr. Evelyn's Sir Eager ... (Mr. Vida) 3
Time, 2min. 48secs.

THE PLATE HUNTERS' HANDICAP.—One mile and a quarter.

Mr. A. O. Fisher's Springbok (Mr. Burkill) 1
Mr. Fritz Breitung's Liebeslust (Mr. Heard) 2
Mr. Robson's The Rotter (Mr. J. K. Brand) 3
Time, 2min. 48 2-5secs.

THE PARI-MUTUEL STAKES.—One mile and a half.

Mr. Henry Morris' Cornfield (Mr. Stewart) 1
Mr. Permy's Perturbation (Mr. Laurence) 2
Mr. S. B. M. Bremner's Chancellor (Mr. Bremner) 3
Time, 3min. 22 4-5secs.

THE RACING STAKES.—One mile and a half.

Mr. Ellis Kadoorie's Saxon Chief (Mr. Moller) 1
Mr. J. Bell-Irving's Annam (Mr. Bell-Irving) 2
Mr. Ezra's Neptune ..... (Mr. Vida) 3
Time, 2min. 11 1-5secs.

THE YANGTSZE CUP.—One mile and three-quarters.

Mr. G. D. Coutt's The Trader (Mr. Dalgleish) 1
Mr. G. H. Thomson's Polar Star (Mr. Lindsay) 2
Sir Paul's Royal Rose ...(Mr. Burkill) 3
Time, 4min. 01 3-5secs.

THE MANCHU STAKES.—One mile and a quarter.

Messrs. Winsome and Hasty's The Woodcock ..... (Mr. Hill) 1
Mr. Henry Morriss' Rosefield (Mr. Springfield) 2
Mr. Evelyn's Sir Eager ... (Mr. Ezra) 3
Time, 2min. 47 4-5secs.

THE CONSOLATION CUP.—One mile and a quarter.

Mr. Lamerton's Bornite ... (Mr. Rowe) 1
Mr. Elm's Mahatma...(Mr. Dalgarno) 2
Mr. Habitant's Halite (Mr. J. K. Brand) 3
Time, 2min. 46 3-5secs.

THE CHAMPION SWEEPSTAKES.—One mile and a quarter.

Mr. G. H. Thomson's Paladin (Mr. Burkill) 1
Mr. Ellis Kadoorie's Fijian Chief (Mr. Rowe) 2
Mr. Henry Morriss' Cornfield (Mr. Stewart) 3
Time, 2min. 42 1-5secs.

[The fastest time on record for the Championship is 2m. 33 4/5secs. by Gemini in 1909.]

THE NIL DESPENANDUM CUP.—Seven furlongs.

Mr. Shanghai's Peter (Mr. J. A. Brand) 1
Mr. Permy's Perversity (Mr. Laurence) 2
Mr. B. P. Kongsi's The Game Bird (Mr. J. K. Brand) 3
Time, 1min. 52 2-5secs.

THE LATE REV. BROTHER PETER.

On the initiative of the President of St. Joseph's College Old Boys' Association (Mr. Henry Dixon), a meeting was held in the College Hall, which was draped in black, yesterday for the purpose of passing a resolution of sympathy with the Christian Brothers on the death of the Rev. Brother Peter (Director of the College).

MR. DIXON presided, and, in moving the resolution, said that Brother Peter's death removed from the sphere of education in Hongkong a factor calculated to work for its greater advancement and success. From the very first he threw himself heart and soul into his new duties in Hongkong. Brother Peter was a man of prolific ideas, and was full of energy and vigour to translate those ideas into action. His plans embraced not only the details of the purely administrative work in St. Joseph's College, but included, among other things, a scheme for raising the College into an institution for secondary education, the provision of an elementary school, and the equipment of a Catholic hostel in connection with the University of Hongkong.

The resolution was seconded by Mr. J. E. CARVALHO, and carried in silence, those present upstanding.

The resolution was as follows:—"That the past and present pupils of St. Joseph's College, friends of the institution in meeting assembled, deeply regret the death of Rev. Brother Peter, the late Director of St. Joseph's College, Hongkong, which they regard not only as an irreparable loss to the College and its pupils but to the cause of education in the Colony in general. They deeply sympathise with the Staff of the College upon the loss of their esteemed Superior and they respectfully convey to the Most Rev. the Superior General and the members of the great Brotherhood of the Christian Schools an expression of their sympathy in the great loss they have sustained by the death of Rev. Brother Peter, who had proved himself so worthy and talented a member of their order."

The Chinese division of the College also associated themselves with the resolution.

"TAI ON" DISASTER.

THE FINDING OF THE MARINE COURT OF ENQUIRY.

The hearing of the enquiry into the disaster attending the *Tai On* on her fateful voyage from Hongkong to Kongmoon on the 27th April was resumed yesterday, before Commander Basil Taylor, R.N. (Marine Magistrate, President of the Court); Lieut. T. D. Sharp, R.N. (H.M.S. *Tamar*); Messrs. T. F. Wheeler (master *Kumsang*); J. W. Evans (master *Haimun*); and John Robinson (master *Sungkiang*).

No further witnesses were called.

The finding of the Court was as follows:—

"We find that the British s.s. *Tai On*, O.N. 95858, of Hongkong, of which Robert Henry Wetherell, the number of whose certificate of competency as Master is 09651 of London, was Master, left Hongkong on the 27th April, 1914, on a voyage to Kongmoon, with a general cargo of about 100 tons, 395 passengers, of whom only 363 paid any fares, and a crew of 36. At about 10 p.m., the ship being then off the Island of Kiu Au, near the Swashway entrance to the West River, some of the passengers who had embarked at Hongkong rose and attempted to gain possession of the ship, being armed with Mauser and Browning pistols. They attacked the bridge, where the Master, Mate, Chief Engineer, and two armed Portuguese guards were entrenched behind iron and barbed-wire grilles and loop-holed bullet-proof shields, who were able to repel the attack of their assailants, with the loss on their side of one—the Chief Engineer—slightly wounded.

"The pirates then retreated below, and endeavoured to persuade some of the peaceful passengers to go up and call upon the master to surrender, and upon their refusal to do so shot them. They then deliberately set the ship on fire in two or three places. This was about 11 o'clock.

"In the meanwhile the officers, in the intervals of fighting, fired distress signals—rockets, bombs, and coloured lights, which were seen and answered by the British steamers *Shun Lee*, *Shiu On*, and *Hoi Sang*, which were on their way down the river, bound for Hongkong, and by the Chinese s.s. *Wo Kwai*, bound for Kongmoon. These four ships rendered all assistance in their power, and succeeded in rescuing some 165 persons by means of their boats.

"The flames spread rapidly, and the ship was shortly ablaze from stem to stern, the passengers, including pirates and crew, jumping overboard. Many, however, appear to have been unable to escape, and were burnt.

"The anchor was let go to bring the ship's head to wind, but the officers soon found the bows untenable, and had to jump also, the Master being the last to leave the ship. They were picked up, with the exception of the Mate, Mr. F. C. Evans, who was unable to secure a lifebelt, the fire having reached his cabin when he went to get one.

"The ship was completely gutted, but was subsequently towed back to Hongkong, when the charred remains of 17 bodies were found on board, besides evidences of many more almost totally consumed by the flames.

"We find that no blame attaches to any of the certificated officers, who took all possible steps to secure the safety of the ship, and conducted the defence of the bridge most gallantly. The means adopted for the protection of the bridge appear to have been most efficient.

"We are of opinion that the conduct of the Master of the British s.s. *Lintan*, in failing to stand by the *Tai On* or to render her any assistance, requires further enquiry, as does that of the Master of the *On Lee*, who similarly failed.

"We also wish to point out the irregularity, and very probable source of danger, of the practice, which seems to be universal on board vessels on this run, of carrying an unlimited number of passenger runners, cargo brokers, and live stock attendants, who pay no fare, and are commonly supposed to form an intelligence department for the pirates."

THE PIRACY OF THE "CHILDAR."

Before Mr. Wood, at the Magistracy yesterday, ten Chinese, three of whom were arrested at Yaumati, and the remaining seven of whom were brought from Macao, were charged "that they piratically and feloniously did assault mariners and divers other persons on board the *Childar* on the 15th March, and put them in fear of their lives, and also piratically, feloniously, and violently did steal $14,000 worth of jewellery and clothing."

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted.

His Worship observed that he already had two charges against the three men arrested at Yaumati, and asked the Crown Solicitor what he proposed doing in regard to this matter.

Mr. Hodgson said that the charges would stand as at present, and they would have to be combined, as the evidence in respect of all the defendants was the same. He asked for a week's remand, and intimated that he would then be able to proceed on a date then arranged.

Prisoners were remanded until Wednesday next.

Mr. Agassiz (of Mr. R. A. Harding's Office) applied for bail on behalf of the woman prisoner.

At the Crown Solicitor's suggestion his Worship fixed the amount of the bail at $5,000.

HONGKONG IRON MINING CO.

G. LANZIUS *v.* SIR PAUL CHATER.

THIRD DAY.

At the Supreme Court yesterday in Original Jurisdiction, before Mr. H. H. J. Gomperts, Chief Justice, the action was continued in which Mr. George Lanzius, a mining engineer, sues Sir Paul Chater, C.M.G., in connection with prospecting and mining transactions. The plaintiff claims: (1), The sum of $45,000; (2), 1664 fully paid up shares of $100 each in the Hongkong Iron Mining Co., Ltd., or, in the alternative, the sum of $15,650.

Mr. C. G. Alabaster and Mr. Eldon Potter (instructed by Mr. Willson, of Messrs. Stephens & Willson) appeared for the plaintiff, and Mr. Sharp, K.C. (instructed by Mr. Looker, of Messrs. Deacon, Looker, Deacon & Harston), represented the defendant.

Mr. Sharp, continuing his address, said he had a few words to add to what he said the previous day upon two points. One was that he found he had understated the evidence which he was going to call upon the old work done. He understood as a matter of fact that not one ounce of stuff was ever obtained for sale or sold, which had been got from the iron mining area. He did not know whether that really affected the case, but he was under the impression that the previous day he said something which might give his Lordship a wrong impression. There were certainly some rights. But if he had said that material was in fact taken out and sold it was not so. With regard to the other mines, no mining rights were obtained or were ever exercised, and not an ounce of stuff was brought up for commercial purposes or for sale. The other point was in relation to what he had described as the new case. He did not think he had made himself clear on that point. It was a new case for several seasons. In the writ the other side claimed for remuneration for services, but it was not stated in the writ how the claim arose. In the new case the claim was made under two heads. Under the 1905 written agreement it was due for work called prospecting. Then in the original agreement also it was claimed under an express promise to pay for prospecting work. It was in these respects only that the new statement was made last month. The other side said there was an express promise to pay in the 1905 agreement. Last month the new claim was sprung upon them, that was to say, that a new contract had been set out, and also new work. By the new contract he meant a verbal contract of employment. To do what? Not prospecting, but managing, mining, developing and opening up mines. That was not included in prospecting. Mr. Sharp added that the right of one partner to bring an action against another was only limited to certain cases, but this was one in which such a course was quite inside the law.

Mr. Potter then addressed his Lordship on what he described as minor points which could not be decided at that period; partnership, construction of agreement, etc. His first point was that of acquiescence. In law acquiescence could be no defence to that form of action at all. Another point was that of accounts stated. That was wholly a question of fact. He himself had never heard, and he did not think Mr. Alabaster had done so, of what position the defence took up with regard to the defence of accounts stated. They had been assured time after time that the defence did not desire to take any technical defence. All he could say was that the defence was wholly technical from beginning to end. There was the question also of the basis on which the accounts were put up. That was going to be used as a defence or it was not. They had heard a lot about the way in which the plaintiff had been treated by the defendant, the kindly way in which defendant had acted; that he did not want to press things, that he was generally going to treat plaintiff in a very liberal way, and that he was not going to put up a technical defence. Yet his friend, Mr. Sharp, after saying all this, had said in the same breath that he would prove what took place at a meeting which they absolutely denied ever did take place. For what purpose, he asked? As a defence, of course. Sir Paul Chater, according to Mr. Sharp, was taking up the position he did as he was desirous of avoiding technicalities. He (Mr. Potter) saw no reason why he should do so. What was the meaning of the agreement of 1906? proceeded Counsel. This brought him to the point which had been made of the second issue, as to the request to do certain work. It had been argued that if one man worked for another it need not be assumed that he should be paid for it. He held that if a man was requested to work for another that request carried with it payment and remuneration. If there was no request another point would arise. What would happen if a man blacked his boots although he had not asked him to do so? Referring to the Statute of Limitation, and the question which had been raised as to their bringing in a new case, he would say at once that it was not the new case which they were depending upon. He admitted at once that taking their writ as it was it was a claim for remuneration for professional services. If they wished to add to their statement of claim a claim for damages or slander or anything else it would be clearly law. When they had started an action they stopped the Statute running, and that came in in that case. They stopped the Statute running against a certain claim by issuing a writ. He had authority to show that that could be done. They had to commence and issue the action before the expiry of six years. What they did, and what the other side had put forward as a new case, was simply to give further particulars of the professional services. Sir Paul Chater, he asked his Lordship to bear in mind, had never written, nor had his solicitor, saying that he wanted to conclude the partnership. In face of what his friend had said, and of the evidence which he said he would be calling, Sir Paul Chater would surely have long ago written to Lanzius, or got his solicitor to do so, saying, "From to-day our partnership is at an end." Why was Sir Paul Chater now claiming to be a partner of Mr. Lanzius? He (Mr. Potter) would show his Lordship why. It was a good defence to that branch of their claim relating to work done. Until 1912 Sir Paul had never suggested that he was a partner. And even if there was a partnership, which he absolutely denied, that was no answer to the claim. It was law that no action could be brought until a partnership was at an end. But as to partnership in this case his point was this: In most partnership cases of which he had read or heard in 99 per cent. of them they had the plaintiff coming into Court to claim he was a partner and the defendant coming into Court denying he was a partner. In this case, peculiarly enough, that position was reversed. They had the plaintiff coming into Court saying he was not a partner and the defendant coming into Court saying "we are partners." He asked his Lordship to ask himself why that was necessary. He thought the answer was that the defendant hoped that if he would be able to satisfy his Lordship that a partnership stood it would be a very good defence to any claim by the plaintiff in the shape of remuneration; as his friend had properly pointed out, there was a statutory presumption against a partner being entitled to remuneration unless it was expressly provided for in the partnership deeds, or unless he could prove express promise to pay such remuneration. Therefore, once again, he said, they had the defendant raising the defence, call it technical if they liked, of a partnership with the express object of defeating the other side. Sir Paul was quite entitled to do it, but in doing so he was putting forward pleas which would have never entered into his head if they had not put forward the claim they did. They had been told that Sir Paul Chater could only refuse to pay that remuneration on two grounds; he could not pay, or, he would not pay. That was to say, he had nothing to pay with—he agreed with his friend that that position was never likely to arise and he hoped it never would—or that he would not because he was dishonest. They had not suggested that. He (Mr. Potter) could conceive many possibilities between those two and he did not think the defences were exhausted at all. But this he could say, whether Sir Paul paid the remuneration or not, and he would put it to his Lordship, did he believe Sir Paul Chater would claim to be a partner of two mining engineers whom he had never seen before July, 1905? When he said that he did not mean that Sir Paul Chater would be in any way ashamed to be a partner; but had he ever claimed to be such unless it was to stand for him as his defence to that action? Counsel then proceeded to deal with the partnership document and said it was a strange and very vital fact that the word partnership was not mentioned throughout that document. It would not have been left out if it was really intended to be a partnership agreement, for it was drawn up by Mr. Victor Deacon, who was fully experienced in such matters. Such a point must weigh with any Court. Joint venture, he submitted, was not a partnership. Then, again, they found that the expense of the prospecting outfit was borne solely by Messrs. Chater and Mody; the expenses of the actual mining, etc., were also borne by Messrs. Chater and Mody. Lanzius and MacMillan had really no say in the financial matters.

His Lordship—It was suggested that one side had money and the others had not.

Mr. Potter responded that on the other hand Lanzius and MacMillan had the discoveries and the other two had not; but that did not amount to partnership, and he did not care a rap about it. The fact was that Messrs. Chater and Mody were to decide, and they alone were to know, what money was to be expended on the prospecting and how much on the other things. The exploitation of discoveries rested solely with Messrs. Chater and Mody. That was pleaded and he quite agreed with it. The money for acquiring mining rights was also to be fixed by Messrs. Chater and Mody, and that really was the basis of the whole transaction. The actual acquisition of owners' rights was vested in Messrs. Chater and Mody. Then there was another important point. Messrs. Chater and Mody could withdraw at any moment, and if his friend's construction was correct, they could withdraw after the other two men had worked for a few years without earning a penny. That was why they heard so much about partnership; that after these two men had worked for a considerable time extending, prospecting and developing, in spite of all that, these other two could withdraw and be finished with it. If that was a partnership, unless it was expressly stated to the contrary, Lanzius and MacMillan could have gone round and pledged Messrs. Chater and Mody to any extent they liked. That was one of the points mentioned in a case quoted by Mr. Alabaster. The omission of the word partnership from the original agreement, he held, showed that partnership was never in the minds of Messrs. Chater and Mody or Lanzius and MacMillan. He submitted to his Lordship that a solicitor of the standing of Mr. Victor Deacon, or any solicitor, would not have passed an agreement of that kind if it was intended to constitute a partnership between these people. They were, *inter se*, partners among themselves, and as regards the whole world as well if that document made them so. Under that document the only right Lanzius and MacMillan had was to share in the gross and not net profits; they were not liable for a farthing of the losses, they bore no expense for prospecting or anything else. Lanzius and MacMillan could not authorise any liability at all, and the others could stop short at any moment they liked. In the original agreement no one was safe at all, and it was obvious, he thought, that Lanzius and MacMillan had no say in the matter. It had been said that the words "act with us" and "joint-venture," indicated partnership, but that was not so. Coming to the meaning of the word "expenses," Counsel contended that it obviously meant working expenses. That was obvious from his friend's argument. Looking at his friend's own case it was obvious that expenses included the costs of labour.

His Lordship—Do you mean coolies?

Mr. Potter replied that not only did it include coolies, it covered the salaries and costs of an analyst and engineer; a Mr. Davidson and a Mr. Laurier.

His Lordship suggested that it might be assumed that expenses meant only out-of-pocket expenses, and that this included remuneration, and that remuneration meant also that Lanzius and MacMillan had Sir Paul Chater's and Mr. Mody's names to assist them in the market, and to make their shares saleable. Possibly Lanzius and MacMillan themselves might not have been able to sell.

Mr. Potter said that no such thing was mentioned in the agreement. Lanzius and MacMillan had really presented Sir Paul Chater with their quarter of shares. They had no liability at all and were not responsible for a penny of the expense. The word "expenses" meant something more than out-of-pocket expenses. The word "expenses" in the agreement was equivalent to "cost"—the cost of prospecting, including propping, digging shafts, coolies, and even machinery if it was used in prospecting. Was it reasonable to assume that they were to have a quarter share for the knowledge they had acquired, and nothing else? There was nothing on the face of the agreement to exclude expenses and remuneration for their services. They had done prospecting in obedience to orders and they were entitled to remuneration for the prospecting. If the agreement was such that the two men were to work for several years and get nothing at all unless Messrs. Chater and Mody chose to develop the mine, then it was most iniquitous. If such were the case they were to be excluded from getting the reward for their services. There was a suggestion that plaintiff's claim was a false one, and that it was not brought forward until 1911. It was discussed, and he could prove this, as far back as 1906. Sir Paul Chater could go into the witness-box and swear what he liked, but he would never convince Counsel that at the time the agreement was made partnership was in his mind. Surely it could never be said, either, that prospecting stopped when they had to dig into the ground? Prospecting meant looking for minerals, and they often had to dig for that, and when they had found the minerals their prospecting was finished, and then came the question as to whether what had been discovered justified them in working a mine. And if they had done prospecting work at the instruction of Sir Paul Chater, outside that agreement, then they were still entitled to remuneration. The sole judges of what was to be developed were Messrs. Chater and Mody, who seemed to think that they had bought the others, body and soul, for a quarter of the shares, because they had put the money up. What his Lordship had to decide was whether, on the agreement, the two men Lanzius and MacMillan could be compelled to do this prospecting work at the command of Messrs. Chater and Mody without remuneration. If that was so, what was the use of claiming? That was the point.

Mr. Potter had not concluded his argument when the Court adjourned until this morning.

When the legal issues have been dealt with, a special jury will be empanelled to deal with issues of fact.

CORRESPONDENCE.

THE RABIES EPIDEMIC.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 6th, 1914.

SIR,—In view of the serious outbreak of Rabies in Kowloon and Hongkong, would it not be possible to give and enforce an order to muzzle all dogs in the Colony for a certain period and thus stamp out the disease as was done only a few years ago in England?—Yours, etc.,

ONLOOKER.

"TAI ON" PIRACY RELIEF FUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, May 6th, 1914.

SIR,—I beg to acknowledge receipt of the following subscriptions to the above fund:—

The Bishop of Victoria	$ 50.00
Hon. Mr. H. E. Pollock, K.C.	50.00
"Pepe"	5.00
T. W. Scholes	5.00
L. Gibbs	25.00
"H.W."	25.00
"Matches"	6.00
Vacuum Oil Company	100.00
W. A. Dowley	50.00

All further donations, however small, will be welcome.

W. A. DOWLEY.

King's Buildings,
Connaught Road.

HONGKONG LEGISLATIVE COUNCIL.

QUESTIONS REGARDING THE HOSPITAL NURSING STAFF.

At the Legislative Council meeting this afternoon the following questions will be asked by Hon. Mr. H. E. Pollock, K.C.:—

1.—When was the decision arrived at to increase the staff of the Medical Department by two Probationers instead of by two Sisters; between what dates were the Probationers advertised for, and in what newspapers?

2.—Has it been found by the Government, as the result of experience, that it is an easy matter to engage Probationers possessing satisfactory qualifications? Do not such Probationers, as a rule, require, during the first year of their engagement, to be carefully supervised by the Sisters?

3.—In the year 1913 how many Military women and children were cared for in the Government Hospitals, and what fees did the Government receive in respect of such cases? Has there been any, and, if so, what increase in the Government Nursing Staff, and when, since the Government took over the care of such cases from the Military Authorities?

4.—How many Sisters are there now on the Nursing Staff at the Government Civil Hospitals? Are two of such Sisters liable to be sent down to the Kennedy Town Hospital to nurse small-pox and other infectious diseases, and are two more of such Sisters attending for the greater part of their time to the nursing of private cases in different parts of the Colony?

5.—How many Probationers are there now on the Government Nursing Staff, and how many were there on the 23rd October, 1913, and the 23rd April, 1914, respectively?

6.—When will the vacancies, which were caused by the marriages of two Sisters in April, 1914, be filled up? How long before such marriages did the Government know that they would take place, and has the Government taken any and what steps to fill up such vacancies and when?

7.—What is the maximum number of beds which a Sister on night duty has attended to since the 1st May, 1913?

Hon. Mr. H. E. Pollock, K.C., has also given notice of his intention to move the following resolution:—

That the Governor-in-Council be requested to nominate (under the Commissioners Powers Ordinance, 1886), five Unofficial Justices of the Peace as Commissioners for the purpose of instituting, making and conducting an enquiry as to the sufficiency in numbers, efficiency, and organisation of the Nursing Staff at the Government Hospitals and as to their terms of service, pay and allowances.

ORDERS OF THE DAY.

The orders of the day are as follow:—

First reading of a Bill entitled, "An Ordinance for more effectually preventing the Publication of Obscene Books, Pictures and other Articles."

Second reading of the Bill entitled, "An Ordinance to amend the Protection of Women and Girls Ordinance, 1897."

Second reading of the Bill entitled, "An Ordinance to amend the Magistrates' Ordinance, 1890."

Second reading of the Bill entitled, "An Ordinance to amend the Flogging Ordinance, 1903."

Second reading of the Bill entitled, "An Ordinance to amend the Airships Ordinance, 1912."

Second reading of the Bill entitled, "An Ordinance to provide for the public lighting of the Colony and for the protection of the appliances used in connection therewith."

Second reading of the Bill entitled, "An Ordinance to amend the Stamp Ordinance, 1901."

Committee on the Bill entitled, "An Ordinance to amend and consolidate the Law relating to 'Chinese Passengers Ships' as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally."*

Committee on the Bill entitled, "An Ordinance to provide for the registration of qualified Dental Surgeons and otherwise to regulate the practice of Dentistry."*

* Will not be proceeded with.

INTIMATIONS

SORE UNDER KNEE CONSTANT ITCHING

Nearly Unbearable. Caused Great Pain. Always Running. Could Get Little Sleep. Half a Tin of Cuticura Ointment Healed Sore.

3, Russell St., Hull, Yorks, Eng.—"I had been troubled with a sore under my knee which caused me great pain through its constant itching. The part affected was the flesh just under my knee about eight inches long. It began by a constant itching nearly unbearable, and was always running. I could get little sleep as it was always worse when my body was warm at night. "I tried several remedies which utterly failed. I happened to see an advertisement one day about Cuticura Ointment and I thought I would try it. I used only one half a tin of Cuticura Ointment and that completely healed the sore which I had been troubled with for no less than eighteen months." (Signed) Fred Hudson. July 2, 1912.

Cuticura Soap and Cuticura Ointment are sold everywhere. No other emollients do so much for pimples, blackheads, red, rough skins, itching, scaly scalps, dry, thin and falling hair, chapped hands and shapeless nails, nor do it so economically. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; R. Towns & Co., Sydney, N. S. W.; Lennon, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & C. Corp., Boston, U. S. A.

Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-2

CHS. A. GAUPP & CO.,

WATCHMAKERS AND JEWELLERS.

SURVEYING AND NAUTICAL INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB, LTD.,

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

34

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON PILSENER BEER

A PURE LIGHT GERMAN BEER FROM THE PILSEN DISTRICT, POSSESSING ALL THE DELIGHTFUL CHARACTERISTICS OF SUCH BEERS.

PER 1 DOZ. QUARTS ... $3.00
" " " PINTS ... 2.00

(Plus Government Duty for Local Orders).

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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on FRIDAY, 15th May, 1914, at 3 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to 15th May, 1914, both days inclusive.

By Order of the Board of Directors,
J. A. WATTIE & Co., LTD.,
Secretaries and General Managers.
[679

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LOVAT,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 7th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 6th May, 1914. [11

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 6th May, 1914. [680

NOTICE TO CONSIGNEES.

P.M. S.S. "SIBERIA,"

FROM SAN FRANCISCO JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board FRIDAY, 8th May, at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered WEDNESDAY, 13th May, at 5 P.M., will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at this Company's Godown MONDAY, 11th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 28th May, otherwise they will not be recognized.

R. C. MORTON,
Agent.
Hongkong, 6th May, 1914. [32

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"INDIA,"

Arrived Hongkong on 6th May, 1914,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Maloja."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 6th May, 1914. [1

NEW ADVERTISEMENTS

NOTICE.

MR. AUGUST METZLER, having left our employ by Mutual Consent, CEASES to Sign our Firm per Procuration.

We have This Day authorised MR. ALBERT NATHANSOHN, MR. FRANZ WEGMANN and MR. LUDWIG VICTOR LANGSTEIN to Sign our Firm per Procuration.

ARNHOLD, KARBERG & Co.
Hongkong and Canton, 6th May, 1914. [677

TO LET.
From 1st July, 1914.

IN CANTON on SHAMEEN LOT 55, The premises now in the occupation of the Bank of Taiwan, Ltd.

Apply to—
DAVID SASSOON & Co., LTD.,
Hongkong.
Hongkong, 7th May, 1914. [678

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (Voluntarily Winding-up).

IN THE MATTER OF THE COMPANIES ORDINANCE, 1911,
and
IN THE MATTER OF THE PAN HING HOTEL COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the PAN HING HOTEL COMPANY, LIMITED (賓興酒店有限公司), will be held at Messrs. U. RUMJAHN & Co.'s Offices at No. 6, Des Vœux Road Central, on SATURDAY, the 9th day of May, 1914, at 2 o'clock in the Afternoon, for the purpose of considering and, if thought fit, passing as an Extraordinary Resolution the following Resolution, that is to say: "That the Company be wound up voluntarily and that MR. LO WAI SUN (盧蔚臣), Manager of the Company, be and he is hereby appointed Liquidator for the purpose of such winding-up."

Should the above resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a second Extraordinary General Meeting, which will be subsequently convened.

Dated the 1st day of May, 1914.
By Order of the Board,
LO WAI SUN,
Manager.
[654

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at No. 3, Queen's Road Central, Victoria, Hongkong, being the Company's Head Office in Hongkong, on MONDAY, the 11th day of May, 1914, at 12 o'clock NOON, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 23rd day of April, 1914, will be submitted for confirmation as a Special Resolution.

"That the Memorandum and Articles of "Association of the Company be respectively extended, altered and amended so as "to read as shown in the print signed for "the purpose of identification by the Chairman of this Meeting and that such "extended, altered and amended Memorandum and Articles of Association be hence-"forth adopted as the Memorandum and "Articles of Association of the Company "to the exclusion of those heretofore "prevailing."

By Order of the Board of Directors.
C. PEMBERTON,
Secretary.
Hongkong, 25th April, 1914. [665

RADIUM THERAPY.

We can Supply

RADIUM BROMIDE

for the treatment of Cancer and Skin Diseases, such as Lupus, Naevi, Angioma (Port-wine-stain), Warts, etc., and anybody wishing to be so treated by his Doctor should communicate with him, or ask us for further particulars.

A. S. WATSON & Co., LTD.,
Representing—
WERNER RUDENBERG & Co.
(Shanghai),
(RADIUM-HEIL-GESELLSCHAFT m.b.H., Berlin).
[641

RADIUM EMANATION THERAPY.

WE herewith beg to inform the Public that we have made arrangements with

MESSRS. A. S. WATSON & Co., LTD.,
and
MESSRS. THE MEDICAL HALL

to Supply our

SAUBERMANN RADIUM EMANATION GENERATORS

on a Doctor's Prescription. The Generators have been made by the RADIUM-HEIL-GESELLSCHAFT m.b.H. of Berlin, and they have all been attested to by the IMPERIAL GERMAN TECHNICAL-PHYSICAL TESTING INSTITUTE at Berlin.

Clinical literature and further details may be had on application to the above-named Firms.

WERNER RUDENBERG & CO.,
Shanghai,
Sole Agents for Hongkong and China for the
RADIUM-HEIL-GESELLSCHAFT
m.b.H., Berlin.
[642

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

GENTLEMEN'S SHIRTS

THE FABRIC

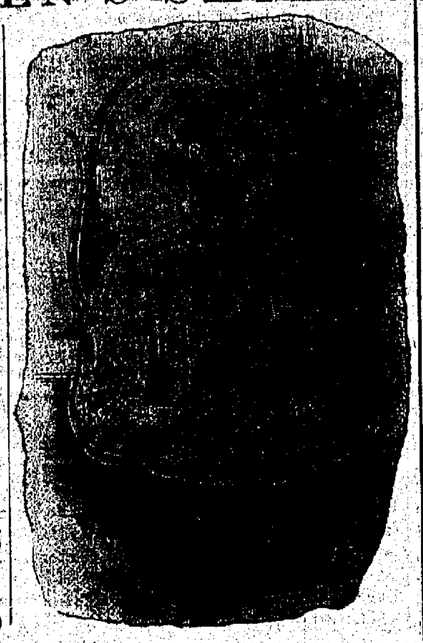
is Best Zephyr, light in weight, strong in texture.

THE DESIGNS

are the newest effects in Shirtings and Comprise a variety of Neat Stripes in all colours. The Dye is the best obtainable.

THE FINISH

is the best while the shape is fully fashioned by expert London Shirtmakers.



THE PRICE:

WITH STIFF CUFFS ... $3.00 and $4.00
OR
SOFT DOUBLE CUFFS ... $4.00

THE "CRAWFORD"

DOUBLE COLLARS

IN 1½, 1¾ 2, 2¼, 2½ INCHES DEEP.

ALL SIZES $4.50 PER DOZ.

LANE, CRAWFORD & CO.

[38

THE NAME

REMINGTON

STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST and ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY
(Incorporated).

SIEMSSEN & CO., SOLE AGENTS for
Hongkong, Canton, South China and Formosa
[54

WM. STEWART & CO.

TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.

5, ALEXANDRA BUILDINGS.

IMPORTERS of Teak, Hardwoods, Oregon Pine and Japanese Oak in Logs and Planks.

Teak and Hardwood supplied Machine Sawn to any Dimensions.

Floorings—Sizes to Order.

Phillipine Hardwood Wharf Piles in lengths up to 60 feet.

The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.

Prices and Samples on application.

Hongkong, 2nd May, 1914. [652

HAVE YOU USED

KAMINIA OIL?

(Registered).

THE WORLD'S FAVOURITE HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.

A sample phial will be sent free of charge to all who write for it.

PRICE ... ... 80 Cents a bottle, nett.

Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAU CHUCK WAN, No. 5, Yee Wo Street, Hongkong.

Sole Proprietors:—
KAMINIA PERFUMERY COMPANY,
Bombay, India.
[667

NOTICE.

THE Interest and Responsibility of MR. ALFRED BRYER in our Firm CEASED on the 8th day of February last.

LEIGH & ORANGE.
Hongkong, 1st May, 1914. [634

NOTICE.

MR. PATRICK CUMMING HUTTON POTTS and MR. HERBERT RICHARD BUDD HANCOCK have joined our Firm as Assistants.

BENJAMIN & POTTS.
Hongkong, 4th May, 1914. [664

NOTICE.

NOTICE IS HEREBY GIVEN that A.B. THE SWEDISH TRADING COMPANY IN CHINA (LTD.) have been Appointed AGENTS for THE FAR EAST OXYGEN & ACETYLENE Co., LTD., as from the 1st of May 1914. For particulars concerning welding, sale of gas or apparatus for welding purposes or any kind of repair please apply to the said Firm. Address QUEEN'S BUILDING, Top Floor, Telephone No. 1033.

THE FAR EAST OXYGEN & ACETYLENE Co., LTD.
For the Board of Direction,
J. DE LA POMMERAYE,
Managing Director.
Hongkong, 1st May, 1914. [663

PUBLIC COMPANIES

KROEWOEK JAVA PLANTATIONS, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on MONDAY, the 11th May, 1914, at 4 P.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to 11th May, 1914, both days inclusive.

By Order of the Board of Directors,
J. A. WATTIE & Co., LTD.,
Secretaries and General Managers.
[670

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on THURSDAY, the 14th May, 1914, at 11.30 A.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23rd April, 1914. [611

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on MONDAY, the 18th May, 1914, at 11.30 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 18th May, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Agents.
Hongkong, 30th April, 1914. [644

THE CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Offices of Messrs. JARDINE, MATHESON & Co., LIMITED, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on MONDAY, the 18th day of May, 1914, at 11.45 o'clock in the Forenoon, when the Subjoined Resolution will be proposed as an Extraordinary Resolution:—

That Article 84 of the Articles of Association be altered by substituting the words "Twenty-five" for the words "Fifteen."

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

Dated this 30th day of April, 1914.
JARDINE MATHESON & Co., LTD.,
General Agents.
[645

SOCIÉTÉ DES PULPES ET PAPETRIES DU TONKIN.

NOTICE OF MEETING.

SHAREHOLDERS of the above Society are hereby summoned to an EXTRAORDINARY GENERAL MEETING to be held at the Head Office of the Company, No. 21 Rue Jules Ferry, Haiphong, on MONDAY, 25th May, 1914, at 3 o'clock P.M.

Objects of the Meeting:—

To authorise an issue of 2,000 New Preference Shares of $50 each in place of an issue of 3,300 New Preference Shares of $50 each previously notified.

By Order,
LOWE, BINGHAM & MATTHEWS,
Local Secretaries.
Hongkong, 1st May, 1914. [656

NOTICE.

NEITHER the Captain, Owners or Agents will be Responsible for any Debts Contracted by the Officers and/or Crew of the American Barque "JAMES TUFT" during her stay in this port.

Hongkong, 9th April, 1914. [531

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.C.P.
1343]

TO THE MEDICAL PROFESSION

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong 2nd December, 1913. [1388

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBERG & Co.,
General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TUFT" has arrived with a well assorted Cargo of about 1½ Million sup. ft. of

OREGON PINE,
Planks, Timber, Floorings and Spars.

Prices will be quoted on application. All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER Co., LTD.
Letter Box No. 420. Telephone No. 1710.
Hongkong, 14th April, 1914. [550

ENTERTAINMENTS

THERE'S ONLY ONE

THE

HIPPODROME CIRCUS

AND

MENAGERIE.

ACKNOWLEDGED THE BARNUM OF THE EAST.

NEW ARTISTES!
NEW ARTISTES!
30 IN NUMBER 30
Also our
ZOO OF PERFORMING WILD ANIMALS.
Trained and Performed by
DOMPTEUR G. URBAN.
The whole forming the most POWERFUL COMBINATION OF ITS KIND NOW TOURING THE ORIENT.

LOOK } For the visions of Salome Dance
LOOK } (BY TEN LADIES).

LOCATION: CAUSEWAY BAY.
In our
SPECIALLY ERECTED MATSHEDS.

GRAND OPENING NIGHT!
SATURDAY, MAY 9TH,
AT 9.15 P.M.

MATINEES:
EVERY WEDNESDAY AND SATURDAY, AT 4 P.M. SHARP.
Children Half-Price to Matinees only.

BOX PLAN AT ROBINSON PIANO Co., LTD., NOW OPENED.

For full particulars see Pictorials and Handbills.

COL. BOB LOVE,
Touring Manager.
Hongkong, 4th May, 1914. [660

AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of May, 1914, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Hongkong, of the RIGHT TO QUARRY STONE on Four Lots of Crown Land at Ngau Shi Wan in the New Territories of Hongkong, for a period extending from the 11th day of May, up to and including the 31st day of December, 1914.

PARTICULARS OF THE LOTS.

No. of Sale.	Quarry Lot No.	Locality.	Contents in Acres.	Upset Crown Rent.
1	14.	Ngau Shi Wan.	12.39	$2,240

[668

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 15th April, 1914. [559

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PEDDER ST. (Hongkong Hotel Building).
Dealers in

POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED:

POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong, 20th March, 1914. [503

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The Wine Merchants of the East

NAPIER - JOHNSTONE'S
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WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

TO LET

TO LET.

OFFICES in King's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD
Hongkong, 1st May, 1914. [56

TO LET.

OFFICES in Hotel Mansions, from 1st May next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 10th April, 1914. [542

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914 Partly Furnished. Cheap rent.
To Let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.
No. 12, BEACONSFIELD ARCADE, Shop
No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.
No. 7, MOUNTAIN VIEW.
No. 7, STEWART TERRACE, PEAK.
No. 19, SHELLEY STREET.
No. 6, CAMERON VILLAS, No. 59, PEAK, To Let, Furnished, for one year, from 1st May, 1914.
"ROGATE," Austin Road, Kowloon; Unfurnished.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 16th April, 1914. [55

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.
WINDSOR LODGE, Kimberley Road Kowloon, 6 ROOMS and Tennis Court.
No. 3, MINDEN VILLAS.
FLATS in Nathan Road and Humphreys Buildings.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th March, 1914. [287

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by the South China Morning Post, Limited.
Can be divided up to suit Tenants' requirements
Possession, 1st May, 1914.
"WILD DELL" FLATS, Wanchai Road, No. 4, Mosque Junction.
"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.
"HOMESTEAD," No. 45, PEAK. Immediate possession.
Apply to— SANG KEE,
Care of COMPRADORE DEPARTMENT HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 28th March, 1914. [477

TO LET.

SHOP, No. 12, Queen's Road Central.
2, FAIRVIEW, Nathan Road, Kowloon.
Apply to—
STEPHENS & WILLSON
Hongkong, 11th December, 1913. [57

TO LET.

HOUSE, in OBSERVATORY VILLAS' Kowloon.
Apply to—
ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 17th March, 1914. [424

TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.
Apply to—
S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 7th February, 1914. [264

ROKKOSAN, JAPAN.

HOUSES are Cheap this year.
Apply to— Box No. 13,
Care of "Chronicle" Office,
Kobe, Japan. [604

JAPAN AND THE PANAMA CANAL.

THE PROPOSED SUBSIDY OF A NEW LINE.

PLANS FOR COAL SUPPLIES.

Much reserve, says *The Times* of the 17th ult., continues to be shown by shipowners respecting their Panama plans, though they, like the coaling contractors, admit that they have been carefully considering the possibilities. One of the most interesting developments yet reported is the introduction into the Japanese Diet of a Bill providing a subsidy for a new service by the Nippon Yusen Kaisha between Japan and New York through the Canal. The Bill provides for a subsidy of £10,000 per voyage for 17 voyages per annum. At present the Nippon Yusen Kaisha maintains a regular service between Japan and the Pacific Coast of North America, but has no service to and from New York. Owing to the closing of the Japanese Diet the immediate future of the Bill is uncertain.

So far the inquiries made by coaling contractors have led to the belief that there will be very little scope for private firms. It is known to be the intention of the Canal authorities themselves to undertake coaling business, and though contractors may apply for leases of coaling grounds, they would have to carry on the business in the face of Government competition. At present apparently the Isthmian Canal Commission has only power to grant leases that might be revokable at any time. One of the largest British coal-contracting firms has now decided, after a careful investigation into the conditions, that there is nothing for it to do. The firm was at one time hopeful that there might be an opening, and one of the partners recently proceeded to Panama, but it is felt that the competition of the Government would be too severe to justify the necessary heavy expenditure in starting a new coaling station. There is no lack of excellent American coal that can be put down at the two entrances to the Canal.

THE PROPOSED IRON-ORE CARRIERS.

Mr. Albert Enriquez, of 136, Fenchurch-street, E.C., writes that the new ships described yesterday, which are to be built for the Bethlehem Steel Company, were not designed by Swedish firms. He says that "they were designed in America on the model of the Lake ore carriers for the carriage of iron-ore in bulk, and are intended to return to loading port on each occasion in ballast, hence the large water-ballast. The design is a perfectly legitimate design for the economical carrying of iron-ore over long distances, whether proceeding *vid* the Panama Canal or not." He says that the comparison, for the purpose of dues, made between the ships and ordinary vessels is "totally incorrect." He adds that by no possible stretch of imagination can the ship be said to have been designed with intention of "steaming through the Panama Canal regulations."

It is understood that no iron-ore vessels of such great draught as the proposed new ships have yet been designed.

THE PANAMA-PACIFIC EXPOSITION.

We have received a quantity of printed information regarding the Universal Exposition to be held at San Francisco next year to celebrate the building of the Panama Canal, "the greatest physical achievement of all time."

The site chosen is a spot which is described as being in its combination of scenic beauty and practical advantages, probably unequalled in the world. It is a natural amphitheatre in the residential district of San Francisco, covering 635 acres, backed by low hills, flanked by the wooded heights and grim fortifications of the Presidio, fronting on the wonderful, blue, island-studded Bay of San Francisco, just inside the famous Golden Gate.

The Exposition City which covers these 635 acres is "the realized dream of the best architectural genius of America, supplemented by all that famous artists can do in colour, all that modern science can do in lighting effects and all that skilled gardeners and the California climate can do in flowers and trees. Its beauty will live in the memory of beholders as long as memory itself endures."

The exhibits will represent the sum of human achievement to date. They will be rigidly *selective* in character, only the best of the world's best being chosen.

The exposition opens on February 20th, 1915, and closes December 4th, 1915.

AUTONOMOUS MONGOLIA.

RUSSIAN POLICY EXPLAINED BY DOCUMENTS.

ST. PETERSBURG, April 6th.

The French Office to-day issued an Orange-book on Mongolia, including the correspondence preceding the Russo-Mongolian Agreement of November, 1912; the text and protocol of that agreement; the diplomatic correspondence preceding the Russo-Chinese Agreement on the Mongolian question of November, 1913; the Russian declaration and Note on the Mongolian question; and, finally, the communication thereof to the Mongolian Government.

The documents show that the Russian Government strictly adhered to the view that Mongolia must be autonomous under the suzerainty of China, and, in spite of resistance both from Urga and from Peking, carried its point. The instructions of M. Sazonoff, the Foreign Minister to M. Korostovetz, the Minister at Peking with which the Orange-book opens, contain the following:—

"The decision of the Imperial Government to assure the autonomy of the Outer Mongolia aims at the creation of a Chinese province, the special status of which will be guaranteed by Russia. As I explained in the Duma last April, our policy in the Khalkha [Outer Mongolia] endeavours to prevent the establishment in this frontier region of a strong military power

MONGOLIAN AMBITIONS.

This formed the keynote of the subsequent conventions, the terms of which are already known. The ill-concealed discontent of the Urga authorities, who fondly hoped to achieve the complete independence of Outer and Inner Mongolia and to indulge in other ambitions at the expense of the Russian Treasury, is clearly indicated in M. Sazonoff's attempt to gild the pill in his dispatch to the Diplomatic Agent in Mongolia of November, 1913:—

We have warned the Mongolians of our inability to secure their complete independence of China. The Chinese suzerainty over Mongolia recognized by us is a mere juridical tie, inasmuch as it does not deprive the Mongolian Government of the right to decide all questions, not excluding political questions, provided that the Chinese Government participates in political negotiations on external questions. We also from the beginning reserved the right to define the geographical limits of autonomous Mongolia, and repeatedly pointed out the impossibility of including Inner Mongolia.

In reply the Russian Diplomatic Agent, Mr. Muller, wrote:—"The Mongolians listened to me with great attention. They are particularly gratified that, thanks to the insistence of Russia, they will be admitted to a tripartite conference at Kiakhta." But this history of Russo-Mongolian relations, dashed as it is with burlesque, has intensified the impression that the Mongols are unsatisfied and intractable. The Kiakhta conference is still remote.—*The Times.*

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Summer Excursions
TO
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CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.
GOING AND RETURNING WITHIN PERIOD 1ST JUNE—31ST OCT.
RATES FROM HONGKONG:
NAGASAKI $120.00. KOBE $135.00. YOKOHAMA $150.00.
Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.
Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port as indicated in schedule of sailings shewn below.
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.
JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN. YOKOHAMA Leave	KOBE Leave	NAGASAKI Leave	HONGKONG Arrive	STEAMER	To JAPAN. HONGKONG Leave	NAGASAKI Arrive	KOBE Arrive	YOKOHAMA Arrive
—	—	—	—	MANCHURIA	6 June	12 June	14 June	16 June
—	—	—	—	E. OF ASIA	10 ,,	16 ,,	18 ,,	,,
—	—	—	—	TENYO MARU	16 ,,	22 ,,	25 ,,	,,
—	—	—	—	NILE ‡	16 ,,	22 ,,	23 ,,	25 ,,
3 June	4 June	6 June	11 June	NIPPON ‡	23 ,,	29 ,,	1 July	3 July
11 ,,	12 ,,	14 ,,	19 ,,	E. OF JAPAN	25 ,,	30 ,,	2 ,,	4 ,,
7 ,,	8 ,,	10 ,,	18 ,, †	MONGOLIA	26 ,,	2 July	4 ,,	6 ,,
5 ,,	8 ,,	10 ,,	16 ,,	MONTEAGLE	1 July	6 ,,	8 ,,	11 ,,
22 ,,	23 ,,	25 ,,	30 ,, †	E. OF RUSSIA	8 ,,	12 ,,	14 ,,	16 ,,
19 ,,	20 ,,	22 ,,	27 ,,	HONG. MARU ‡	10 ,,	16 ,,	18 ,,	20 ,,
22 ,,	23 ,,	25 ,,	2 July†	PERSIA ‡	11 ,,	17 ,,	19 ,,	21 ,,
25 ,,	26 ,,	28 ,,	6 ,, †	SHINYO MARU	14 ,,	20 ,,	22 ,,	24 ,,
2 July	3 July	5 July	11 ,, †	E. OF INDIA	23 ,,	28 ,,	30 ,,	1 Aug.
5 ,,	6 ,,	8 ,,	16 ,, †	KOREA	25 ,,	31 ,,	2 Aug.	5 ,,
12 ,,	13 ,,	15 ,,	23 ,, †	CHIYO MARU	30 ,,	5 Aug.	7 ,,	9 ,,
14 ,,	15 ,,	17 ,,	25 ,, †	SIBERIA	4 Aug.	9 ,,	11 ,,	13 ,,
20 ,,	21 ,,	23 ,,	28 ,, †	E. OF ASIA	6 ,,	10 ,,	11 ,,	13 ,,
23 ,,	24 ,,	26 ,,	2 Aug.†	CHINA ‡	11 ,,	17 ,,	19 ,,	20 ,,
1 Aug.	3 Aug.	5 Aug.	13 ,, †	MANCHURIA	19 ,,	25 ,,	27 ,,	29 ,,
6 ,,	7 ,,	9 ,,	14 ,, †	E. OF JAPAN	20 ,,	25 ,,	26 ,,	29 ,,
9 ,,	10 ,,	12 ,,	20 ,, †	TENYO MARU	27 ,,	2 Sept.	4 Sept.	6 Sept.
10 ,,	11 ,,	13 ,,	20 ,, †	NILE ‡	29 ,,	4 ,,	6 ,,	7 ,,
17 ,,	18 ,,	20 ,,	25 ,, †	E. OF RUSSIA	2 Sept.	7 ,,	8 ,,	10 ,,
24 ,,	25 ,,	27 ,,	2 Sept.†	MONTEAGLE	5 ,,	11 ,,	12 ,,	15 ,,
27 ,,	28 ,,	30 ,,	5 ,, †	NIPPON MARU ‡	5 ,,	11 ,,	13 ,,	15 ,,
31 ,,	1 Sept.	3 Sept.	9 ,, †	MONGOLIA	12 ,,	18 ,,	20 ,,	22 ,,
3 Sept.	4 Sept.	6 Sept.	11 ,,	E. OF INDIA	17 ,,	22 ,,	23 ,,	26 ,,
7 ,,	8 ,,	10 ,,	17 ,, †	PERSIA ‡	23 ,,	29 ,,	1 Oct.	3 Oct.
6 ,,	7 ,,	9 ,,	14 ,, †	SHINYO MARU	24 ,,	30 ,,	2 ,,	3 ,,
14 ,,	15 ,,	17 ,,	22 ,, †	E. OF ASIA	30 ,,	5 Oct.	6 ,,	8 ,,
11 ,,	12 ,,	14 ,,	19 ,,	HONG. MARU	1 Oct.	7 ,,	9 ,,	11 ,,
20 ,,	21 ,,	23 ,,	29 ,,	KOREA	10 ,,	15 ,,	17 ,,	19 ,,
23 ,,	24 ,,	26 ,,	4 ,, †	CHIYO MARU	10 ,,	15 ,,	17 ,,	19 ,,

† Returning via Manila. ‡ Going via Manila.
Steamers proceeding via Manila do not call at Shanghai.
[630

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MOUTRIE PIANO
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UNSURPASSED FOR
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INTEREST allowed on Current Account at 3 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [788

INTERNATIONAL BANKING CORPORATION.

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TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 21st October, 1913. [126

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.
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For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [16

MARTIN'S
APIOL & STEEL PILLS
for Ladies
A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. Thousands use them continuously, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 2/- from MARTIN, Chemist, Southampton, Eng.
MARTIN'S
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THE NEW FRENCH REMEDY. No. 1 No. 2 No. 3
THERAPION Price 2/9 leading Chemists. CURES BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE for FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 80, FREEMAN ST.
A CURE FOR YOU
TRY NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE SAFE AND DISTINCTIVE
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THERAPION
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Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE,
3, DES VŒUX ROAD.
Interest allowed on Current Accounts, Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648

HONGKONG AND SHANGHAI BANKING CORPORATION.

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Reserve Funds:—
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£1,500,000 at 2/- —$15,000,000
Silver... ... ... $17,650,000
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N. J. STABB,
Chief Manager.
Hongkong, 23rd April, 1914. [15

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A. S. HEWETT,
Acting Manager.
Hongkong, 31st March, 1914. [1494

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G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913 [21

DIET IN DYSENTERY.

Dysentery seems indigenous in many parts of the country during the summer.

Wise, therefore, is he who safeguards himself against the disease and seeks medical aid at the first suspicion of its onset.

The best preventive is to invigorate the system to withstand an attack. For this purpose nothing compares with Sanatogen, of which the Rt. Rev. the Bishop of Irina writes: "Sanatogen has cured me of an obstinate dysentery from which I suffered for a long time, having found all drugs powerless against it—perhaps because I cannot stick to a milk diet. Sanatogen has cured me even without milk."

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Sanatogen can be obtained of all Chemists, in bottles of two sizes.

[111-S. 603a

SHIPPING IN PORT.

STEAMERS.

ALSIANA, British str., 2,438, Wm. Dunbar, 1st May—Chingwantao 24th April, Coal.—Dodwell & Co.

ANCHIN, German str., 1,001, M. Engelhart, 2nd May—Bangkok 24th April, General.—Butterfield & Swire.

BORNEO, German str., 1,315, J. Mohlar, 3rd May—Sandakan 27th April. Timber.—Melchers & Co.

BULLMOUTH, British str., 2,607, Hill, 3rd May—Shanghai 30th April, Ballast.—Asiatic Petroleum Co.

CHOWTAI, German str., 1,115, E Gathemann, 2nd May—Bangkok and Swatow 1st May, Rice—Butterfield & Swire.

CHOYSANG, British str., 1,424, M. Courtney, 4th May—Wuhu 28th April, General.—Jardine, Matheson & Co.

EMPIRE, British str., 2,846, E. Pilcher, 2nd May—Sydney and Manila 30th April, General.—Gibb, Livingston & Co.

EMPRESS OF RUSSIA, British str., 8,789, W. Davison, 5th May—Vancouver 16th April, General.—Canadian Pacific Railway Co.

FENNLEY, British str., 2,954, Appleton, 27th April—Chingwantao 20th April, Coal.—Kailan Mining Co.

FOOKSANG, British str., 1,897, T. A. Mitchell, 5th May—Singapore 29th April, General.—Jardine, Matheson & Co.

HEIYO MARU, Japanese str., 2,356, S. Okutani, 5th May—Kohsichang 23rd April, Rice and Meal.—Order.

HAITAN, British str., 1,128, H. S. Stewart, 5th May—Amoy 4th May, General.—Douglas Lapraik & Co.

HALVARD, Norwegian str., 1,086, C. Beck, 2nd May—Saigon 28th April, Rice.—Java-China-Japan Lija.

HONG WAN I, British str., 2,060, J. Mason, 30th April—Singapore 25th April, General.—Order.

HUE, French str., 710, Cornelinsen, 3rd May—K. C. Wan 2nd May, General.—A. R. Marty.

INDRASAMHA, British str., 3,336, Jones, 4th May—Shanghai 1st May, General.—Jardine, Matheson & Co.

KOREA, American str., 5,651, A. W. Nelson, 28th April—San Francisco 4th April, General.—Pacific Mail S.S. Co.

KUNSANG, British str., 2,077, Wheeler, 4th May—Moji 29th April, Coal.—Jardine, Matheson & Co.

KWONGSANG, British str., 1,418, W. F. Bichard, 3rd May—Swatow 2nd April, General.—Jardine, Matheson & Co.

LOVAT, British str., 3,995, R. Glegg, 4th May—Moji 29th April, Coal and General.—Jardine, Matheson & Co.

LOONGSANG, British str., 1,950, G. W. W. Leask, 5th May—Manila 2nd May, General.—Jardine, Matheson & Co.

PATELLA, British str., 3,501, Narbes, 3rd May—Shanghai 30th April, Ballast.—Asiatic Petroleum & Co.

PROMETHEUS, Norwegian str., 1,642, Jensen, 4th May—Bangkok 27th April, Rice.—Chinese.

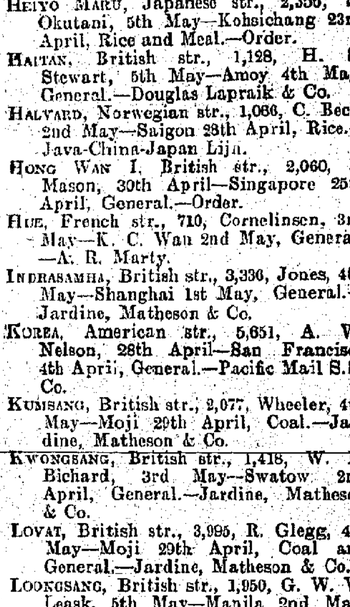
MINNESOTA, American str., 20,718, J. M. Garlick, 1st May — Seattle 28th March, General. — Nippon Yusen Kaisha.

SISTMAN, British str., 1,345, Hutchison, 27th April—Manila 23rd April, Ballast.—A. Bune & Co.

TAMON MARU No. 12, Japanese str., 2,542, Nomura, 30th April—Moji 24th April, Coal.—Mitsu Bishi Goshi Kwaisha.

TIENTSIN, British str., 1,228, F. McGarity, 4th May—Tsintau 28th April, General.—Butterfield & Swire.

TOKAI MARU, Japanese str., 2,718, D. Komura, 25th April — Miike 19th April, Coal.—Mitsui Bussan Kaisha.



CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy, and nerve force, cures *Neurasthenia*, *Dyspepsia*, *Insomnia*, and *nervous diseases* in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP
123-41

CAUSES OF CANCER.

TWO THEORIES EXAMINED.

The *Times* has published two articles recently dealing with the cause and incidence of cancer which deserve notice in the light of recent research work. The first drew attention to a very well-known phenomenon or superstition—the alleged existence of "cancer houses"; the second to the suspected influence of smoke, or rather of sulphur in smoke, on the causation of cancer.

The writer of the first article draws attention to a number of cases in which the disease has been recurrent in certain houses, either among members of the same family or among successive occupants. These cases may be coincidences or they may be traceable to some obscure factor not at present known.

On one point, however, the conclusions of modern research are clear: that, if cancer tends to recur in certain houses, it is not through "infection." The one apparently firm result to which the reports of the Imperial Cancer Research Fund stand committed is that the disease originates locally in the tissues of the sufferer, and that the determining cause of its onset is long-continued irritation. If houses could be "infected" with cancer, the greatest "cancer-house" in the world would be the laboratory of the Fund itself, where some twenty thousand mice, diseased and healthy, are kept in proximity. But there is no sign that the healthy mice contract malignant disease from their environment.

THE "HOUSES" FALLACY.

Seeing that the authorities of the Imperial Cancer Research Fund are continually in receipt of letters from people asking if they ought not to burn down their houses because a case has occurred in them, it is desirable that the apprehension which may have been excited by the *Times* article should be allayed as quickly as possible.

The evidence produced in the second article on Cancer and Smoke is at once much stronger, the result of more scientific observation, and more in accord with the conclusions of recent research. Smoke, or the fumes of sulphur in smoke, may, undoubtedly, cause irritation, and the incidence of chimney-sweep's cancer and pitch cancer, as is pointed out in the article, proves this point to a certain extent.

The theory is also compatible with the conclusion that cancer is caused by long-continued irritation in certain persons who are, for reasons yet undiscovered, susceptible to it.

SMOKY CHIMNEYS.

And here, possibly, the conclusion dovetails in with the theory of the existence of "cancer houses" to some small degree. It may be that smoky chimneys cause an irritation of the kind necessary to bring about the onset of the disease. But this agent would, of course, only account for attacks in certain organs exposed to the action of the smoke.

At most, therefore, it may be shown that smoke is not *the* cause, but *a* cause of cancer, and that, owing to peculiarities of construction or situation, this cause may tend to operate in some houses more powerfully than in others.

NON-ROLLING STEAMER.

FEATURES OF NEW BELGIAN TURBINE PACKET.

The Belgian State cross-channel mail service has just been reinforced by the addition of a new steamer, the *Ville de Liège*, which brings the number of turbine boats engaged in the passenger traffic between Ostend and Dover to five.

The new vessel, put into service on January 14th last, comes from the shipyards of the Société Cockerill. She was subjected on December 24th, 1913, to endurance trials, which consisted in six consecutive runs carried out under full steam between the West Hinder and Ruytingen light-ships. In the course of this four hours' steam trial, which took place in a very rough sea and a stiff breeze, the vessel proved "a very handy ship" without the official reception commission having had to record the least incident.

THREE HOUR PASSAGES.

The mail boat has been specially built for the winter service. With this view, her superstructures have been amply strengthened so as to enable her to maintain in any sea a speed of 22 to 22½ knots and to ensure passages of an average duration of three hours, which must be considered highly satisfactory. Both as regards internal arrangements and the luxuriousness of the cabins, saloons, and rooms for the use of the passengers, the designers of the vessel have aimed at the same degree of perfection as in the other mail boats of the flotilla, which in this respect enjoy a well-merited reputation. The life-saving appliances, such as life-boats, rafts, deck seats with air caissons, lifebelts, and buoys constitute a complete equipment fully meeting the most recent requirements of the Board of Trade. Moreover, the hull is sub-divided into ten compartments, separated by watertight bulkheads extending to above the water-line, or provided with hydraulically actuated doors on the Stone Lloyd system, operated from the wheelhouse and controlled by an indicator-board.

WATER TANKS.

The essential innovation introduced on board this vessel consists in the fitting up, in the hold immediately before the stoke-hold, of water tanks of a special form designed by Mr. Frahm, and which are intended to lessen the rolling motion. The weight of the water required for the working of these anti-rolling devices represents about 2 per cent. of the displacement. Although the stability of the *Ville du Liège* is amply assured it is hoped that the addition of this arrangement will still further reduce very perceptibly the extent of the rolling motion of the vessel, thus ensuring under any circumstances a maximum of comfort to the passengers.

SHIPPING REPORT.

The British str. *Chenan* reports: Light northerly wind and fine.

BANKERS' LIABILITY ON CHEQUES.

The Lord Chief Justice has delivered a judgment in an appeal which has excited much interest among bankers and other men of business. The main question at issue was how far a banker should be put upon his guard by a signature *per pro* on a cheque. The plaintiff in the action gave the defendants, the London County and Westminster Bank, written authority to honour all cheques drawn by his manager *per pro* the plaintiff or on his account. The manager acted dishonestly. Mr. Justice Coleridge had held that the signature *per pro* was notice to the bankers that the plaintiff's manager had only a limited authority, and that as the bankers had not made inquiries whether the manager was acting within the scope of his authority they had been guilty of negligence. From this judgment the bankers appealed. They had excellent reason for doing so, because the decision in the Court below would have made cheques signed *per pro* practically useless by enabling a reopening of completed transactions. The Court of Appeal has refused to agree with Mr. Justice Coleridge in reading Section 25 and Section 82 of the Bills of Exchange Act, 1882, together. The former section enacts that a signature by procuration operates as notice of a limited authority and binds the principal only if the agent was acting within the ambit of his authority. The latter section protects bankers who collect payment of cheques for their customers, if the bankers have acted in good faith and without negligence. The Court has now explained that there is no relevancy between the sections. Under Section 25, when once a cheque has been discharged by payment, neither the person who presented it nor his successor in title either may have had notice originally is under any liability to repay, because that he might not get his money.—*The Times.*

TEETOTAL NAVY FOR AMERICA.

NO INTOXICANTS TO BE SERVED IN WARSHIPS.

NEW YORK, April 6th.

Great indignation has been caused in the United States Navy by an order issued by Mr. Daniels, the Secretary of the Navy, prohibiting the use or introduction, except for medical purposes, of alcoholic liquor in warships and in navy yards and shore stations.

Mr. Daniels has long been an ardent admirer of Mr. Bryan, the Secretary of State, to whom he largely owes his present political position. Mr. Bryan's enforcement of grape juice as a beverage for diplomats at State Department dinners and Mr. Daniels' own personal belief in teetotalism are said to be equally responsible for his new order.

It is stated that Mr. Daniels did not consult President Wilson before issuing his order, and the matter is thought to hold possibilities of serious embarrassment for the President, because the order is an infringement on personal liberty. Many officers threaten to resign unless the order is rescinded.

Mr. Daniels' only adviser seems to have been Surgeon-General Braisted, who was requested to prepare a report on the subject before the order was issued. Dr. Braisted recommended the prohibition of alcohol on the ground that there was considerable drunkenness in the navy, and Mr. Daniels accepted this recommendation as the reason for his order. He also declared that many officers begin their naval career at the age of twenty-two, and that temptation should not be thrown in their way when they are so young.

No liquor is now served to enlisted men in the navy, but the officers have the privilege of joining a wine mess and drinking what they like. Mr. Daniels' order abolishes these wine messes afloat and ashore.

Surgeon-General Braisted recommended that permission be given to the officers to serve wines when foreign guests are entertained aboard warships, as is frequently done during cruises, but Mr. Daniels ignored this suggestion, so foreigners must carry their own flasks if they wish to drink at American naval banquets.

Newspaper comment is uncomplimentary to Mr. Daniels, and it is suggested that the chief effect of the order will be the development of petty deceit and espionage.

WOMAN SCIENTIST'S DISCOVERY.

NEW BACTERIA CREATED BY RAYS.

Mme. Victoria Henri, the lady bacteriologist, has made one of the most important discoveries in that branch of research for many years.

She has, by subjecting bacteria to the action of ultra-violet rays, succeeded in creating a new species of bacteria causing a new disease from a species already known. The experiment was made with anthrax bacillus, which, from a rod shape, was transformed into a spherical coccus, and was injected into guinea-pigs.

The new bacteria caused a slowly developing disease, differing in every respect from anthrax. Mme. Henri deduces from her discovery that the law of evolution applies to bacteria as to other living organisms, and she thinks that the multitudes of existing species may have come from a few primitive forms which, under the action of the light, underwent numerous transformations, and engendered a multitude of varieties responsible for the disease known to science.

Particulars of the discovery have been communicated to the Academy of Sciences by Doctor Roux, the director of the Pasteur Institute, and have aroused the liveliest interest among that learned assembly, which is unanimous in regarding the capital importance of the discovery, not only from a practical standpoint, as showing the way to the efficacious treatment of a redoubtable affection, but also as opening up an entirely new horizon to the investigation of the history and evolution of the myriad species of bacteria and the diseases due to them.—*Reuter.*

CHANGING DESIRABILIA IN ADVERTISEMENTS.

"Is it a mere accident or a sign of the times," asks a correspondent of the *Hamburger Nachrichten*, "that when I cast my eye over advertisement columns my attention is always caught by, 'Wanted, a young man, of steady habits, who . . .' 'A young woman of steady character wants a place . . . .' The whole page is alive with 'steady, steady, steady.' But sometimes 'serious' takes its place. Then there is a perfect maelstrom of steady and serious persons. Steady chauffeurs alternate with serious cooks, serious shopgirls with steady bank clerks. And in cases of very exceptional character, the advertiser lets you know that he is both serious and steady. He outshines everyone.

"Was it always so? No, not always. There was a time when you might look in vain for 'steady' in advertisements. I remember it quite well. Then it used to run: 'Wanted, a smart young man . . .' 'A smart young woman wants . . .' 'There is an opening for a smart book-seller . . .' Yes, that was the time when smartness ruled supreme, and steadiness had not come in as a flood.

"And earlier still, I turn over the old files of papers, going back to the days of my youth, and I come upon the expression 'enterprising.' 'An enterprising merchant wants . . .' And this enterprise was not confined to trade and finance. It flourished in all sorts of surroundings. Even matrimonial advertisements were at that time almost solely addressed to the 'enterprising.' It was the guinea stamp of those days.

"Those days! And myself as well? Have I also passed through periods of enterprise and smartness, and come to anchor in steadiness? I almost wish it were so. Have I done the advertisements an injustice? Have I read my own change of spirit into them? Is it I who have changed, and not the times? I am half afraid."

PASSENGERS.

ARRIVED.

Per *Chenan*, from Shanghai, Mr. Bouman, Mr. Pearman, Mr. Hastrup, Mr. Silkstone, Mr. F. H. Lowe, Mr. and Mrs. Falconer.

Per *India*, for Hongkong, from London, etc., Miss Cook, Miss Jonner, Miss Vries, Misses M. and E. M. Millar, Mr. H. H. Brundon, Mr. and Mrs. N. Cooper and 4 children, Mr. A. F. Conner, Mr. R. B. Natfield, Mr. L. Lepitet, Mr. W. Lendrum, Mr. and Mrs. K. C. Thye, Mr. L. C. Thye, Mr. G. N. Triminer, Mr. Milas, Mr. and Mrs. Breitenstein, Dr. Van de Velde, Mrs. Kivar and child, and Mr. C. M. Heanley.

Per *Siberia*, for Hongkong, from San Francisco, etc., Mr. and Mrs. W. A. Adams, Miss E. Adams, Mr. P. Baldwin, Mr. F. Beekman, Mr. and Mrs. C. A. Bachelder, Master C. Bachelder, Mr. and Mrs. C. B. Clarke, Mr. and Mrs. A. F. Cooke, Miss M. M. Cooke, Mr. D. J. Demarest, Miss K. I. Dukes, Mr. J. W. Dorris, Mr. D. B. Ferguson, Mrs. H. G. Gormley, Miss H. Gormley, Mr. J. M. Grady, Mr. O. H. Guttridge, Mrs. R. E. Gearheart, Mr. H. L. Higgins, Mr. F. P. Helm, Mrs. M. L. Hardinghaus, Miss M. L. Hamilton, Mr. and Mrs. H. A. Hiscox, Mr. and Mrs. J. St. C. Hunt, Miss Lulah Hunt, Master J. Hunt, Mrs. E. L. Jessup, Mr. D. Jessula, Mrs. A. W. Knight, Mr. E. B. Kellam, Mr. and Mrs. E. B. King and maid, Miss Jane King, Miss E. Lidgate, Mr. V. Moroni, Mrs. P. A. Meyer, Master P. Meyer, Miss A. MacIlvaine, Mr. C. McDonald, Dr. R. Newborne, Mr. C. M. Nicol, Mr. T. W. Parkin, Mrs. H. C. Provost, Mr. and Mrs. W. H. Richardson, Mrs. F. Rosenheim, Miss H. Runkle, Mr. H. L. Runkle, Mr. and Mrs. W. B. Reynolds, Mr. F. G. Rush, Mr. W. J. Shay, Mr. and Mrs. F. O. Smolt, Mrs. M. A. Salisbury, Mr. K. Salisbury, Mr. E. Salisbury, Mr. and Mrs. H. F. Schmelzer, Mrs. and Miss M. Scott, Mr. E. Stolterfoht, Mrs. F. L. Van Deusen, Miss S. Van Deusen, Miss H. Van Deusen, Miss E. W. Whitcomb, Mrs. F. W. Wood, Miss M. W. Wood and Mr. J. Yamaji.

DEPARTED.

Per *Mishima Maru*, from Hongkong, for London, etc., Mr. A. F. White, Mr. A. Findlay Smith, Mr. Thos. M. Little, Mr. and Mrs. Phipps and child, Col. and Mrs. Ferguson, Mrs. A. Jost and two children, Miss Dawes, Mr. and Mrs. Rankin and child, Mr. T. Fuchi, Mr. Carreras, Mr. Fascual, Mr. J. Young, Mr. W. T. Puddepha, Mrs. A. M. Sweet, Major V. Sato, Mr. Tsukamoto, Mr. Morrow, Mr. McClassen, Mrs. E. J. Buncombe, Miss Buncombe, Mr. Ponsonby, Mr. Loder, Miss Phipps, Mr. and Mrs. C. S. Speyer, Mr. and Mrs. Metzler and 2 children, Mr. V. Goulborn, Mr. H. C. Holt, Lieut.-Col. and Mrs. Pearson, Mr. E. Raymond, Mr. Rutherford, Mrs. A. N. Kemp, Miss Warren, Miss Enser, Miss Sandblad, Mr. H. Hohlenberg, Dr. C. F. Nicholas, Miss J. Burke, Miss S. Burke, Mr. and Mrs. H. V. Tarte, Mr. and Mrs. Y. Harata and 2 children, Miss S. R. Watney, Miss Loder, Mr. H. Hohlenburg, Mr. Kimura, Mr. S. Yamanaka, Mr. D. Seki, Mrs. K. Nakanishi, Mr. F. S. Abaitz, Mrs. S. Yoshino, Mr. I. Takayama, Mr. I. Nakanishi, Mr. J. Matsunami, Mr. T. Masamune, Mr. T. Morita, Mr. C. Goto, Mr. K. Sakagami and Mr. H. Yamamoto.

VISITOR TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE $1.75
On Sale at:—
Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.
Canton: Messrs. A. S WATSON & Co.

NOTICES TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON, PENANG AND SINGAPORE.

THE Steamship

"GLENLOCHY,"

Captain E. J. Stallard, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 7th May, at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th April, 1914. [633

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"KINA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 7th May will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 7th May, at 9.30 A.M.

All Claims must reach us before the 14th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 30th April, 1914. [632

"MOGUL" LINE OF STEAMERS

NOTICE TO CONSIGNEES

The Steamship "MONTROSE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 4th May, 1914. [671

NORDDEUTSCHER LLOYD, BREMEN, FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"HELGOLAND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9.30 A.M.

All Claims must reach us before the 16th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 4th May, 1914. [118

S.S. "MAGELLAN."
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Normand" and from Havre, ex s.s. "Médoc," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 11th inst., at NOON, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 14th inst., at NOON, or they will not be recognized.

All damaged packages will be examined on the 11th inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 4th May, 1914. 72

WEATHER REPORT.

On the 6th at 11.55 A.M.—The anti-cyclone has further weakened, and is now shown as a wide belt of high pressure extending from the lower Yangtse Valley to beyond the Bonins.

The northern depression now lies to the north of Hokkaido.

A depression appears to be forming to the east of Formosa. It will probably travel northeastward if it developes.

Pressure is nearly stationary in the South.

Hongkong rainfall for the 24 hours ending at 10 A.M. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N.E. or variable winds, moderate; to light, fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

6TH MAY, 1914, A.M.

Station.	Hour.	Barometer at Sea Level	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	7 a.	29.78	53	—	WSW	4	b
Nemuro	6 a.	29.71	—	—	S	6	—
Hakodate	"	29.85	—	—	W	3	—
Tokio	"	30.04	—	—	—	0	—
Kochi	"	30.07	—	—	WSW	1	—
Nagasaki	"	30.05	—	—	—	0	—
Kagoshima	"	30.04	—	—	—	0	—
Oshima	"	29.99	—	—	—	0	—
Naha	"	29.91	—	—	ESE	2	—
Ishi'jima	"	29.89	—	—	N	2	—
Bohin Is	"	30.03	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.04	60	88	WSW	3	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiuklang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.06	59	—	NE	1	om
Gutslaff	"	30.05	57	—	ENE	3	om
Sharp Peak	7 a.	30.01	67	—	N	2	o
Amoy	6 a.	29.94	68	79	W	1	o
Swatow	"	30.07	65	95	NNE	1	o
Taihoku	5 a.	29.95	—	—	—	0	—
Taichu	"	29.95	—	—	SE	2	—
Tainan	"	29.93	—	—	N	2	o
Koahun	"	29.90	—	—	—	0	—
Pescadores	"	29.92	—	—	NE	6	—
Canton	6 a.	29.98	68	90	N	1	o
Hongkong	"	29.97	70	75	E	2	o
Gap Rock	"	29.92	—	—	ENE	4	o
Macao	"	29.95	69	—	NNE	1	o
Wuchow	9 a.	—	—	—	—	—	—
Hothow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	9 a.	29.95	73	—	ENE	4	o
Tourane	"	29.90	72	—	NW	4	o
Cape St. James	"	29.81	77	—	E	4	o
Aparri	"	29.87	79	—	S	1	o
Manila	"	29.85	79	—	N	1	o
Legaspi	"	29.88	82	—	—	0	b
Iloilo	9 a.	29.95	87	—	NE	2	b
Bacolod	"	—	—	—	N	1	b
Cebu	"	29.89	88	—	E	2	b
Labuan	"	29.88	83	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 6th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.93	29.97	29.96
Temperature	75	70	76
Humidity	56	75	73
Wind Direction	East	East	East
" Force	4	2	2
Weather	c	c	b
Rain		—	—

Highest open air Temperature on 5th ... 76
Lowest open air Temperature on 5th ... 70

HONGKONG TIDE TABLE.

From 7th to 12th May, 1914.

Days of Week	Days of Month	HIGH WATER H'kong. Mean Time	HIGH WATER Height	LOW WATER H'kong. Mean Time	LOW WATER Height
		h. m.	ft. in	h. m.	ft. in
Thurs.	7	m 7 8	5 7	m 1 6	1 8
		7 56 a	6 0	1 25 a	2 1
Fri.	8	m 7 38	6 5	m 1 41	2 1
		8 37 a	5 7	2 17 a	1 3
Satur.	9	m 8 11	6 9	m 2 13	2 4
		9 37 a	5 4	3 5 a	0 7
Sun.	10	m 8 45	7 3	m 2 43	2 7
		10 8 a	5 0	3 52 a	0 4
Mon.	11	m 9 20	7 7	m 3 11	3 0
		11 40 a	4 5	4 39 a	0 2
Tues.	12	m 9 57	7 7	m 3 38	3 2
				5 28 a	0 3
Wed.	13	m 0 48	4 1	m 4 4	3 4
		m 10 36	7 6	6 23 a	0 6

PRINTING

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THE "HONGKONG DAILY PRESS" PRINTING WORKS

Turn out the Best Printing at Reasonable Prices.

VESSELS ON THE BERTH.

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL
(With Liberty to Call at Malabar Coast).

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched for New York via Suez TO-DAY, 7th May.

For Freight, apply to—
JARDINE, MATHESON & Co., LTD.,
Agents.

Telephone No. 215, Sub. Ex. 9.
Hongkong, 6th May, 1914. [515

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"INDIA,"

Captain C. C. Talbot, R.N.R., will leave for SHANGHAI TO-DAY, the 7th inst., at 10 A.M.

For Freight or Passage, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 4th May, 1914. [1

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 9th May, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. MACEDONIA, due in London on the 19th June, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 27th April, 1914. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK
S.S. "CHALISTER," On or about 15th May

For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.
Hongkong, 15th April, 1914 [557

GLEN LINE (MCGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GLENEARN" (Capt. W. L. HAETNELL) will be despatched for the above Ports on or about the Middle of May.

Saloon Passage, HONGKONG to LONDON £40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd April, 1914. [602

AMERICAN AND MANCHURIAN LINE.

(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

THE Steamship

"KIOTO,"

Captain Smith, will be despatched from Hongkong on the 25th May, for
BOSTON AND NEW YORK
(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to—
THE BANK LINE, LTD.,
Agents.
Hongkong, 29th April, 1914. [627

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

TO FREMANTLE.

THE Steamship

"SUISANG"

2,790 tons gross, and fitted throughout with electric light, will be despatched hence to FREMANTLE on or about May 28th.

For Freight or Passage apply to
JARDINE, MATHESON & Co., LTD.,
Agents for the Time-Charterers.
Hongkong, 2nd May, 1914. [659

VESSELS ADVERTISED AS LOADING

To ascertain exact anchorage of any Vessel the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

IMPORT SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & RIG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SUEVIC	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 9th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 13th inst.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 15th inst.
LONDON, HULL & ANTWERP	GLENEARN	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co.	Middle of inst.
MARSEILLES VIA SAIGON, S'POER, COLOMBO, PORT SAID	CORDILLERE	Fren. str.	—		MESSAGERIES MARITIMES	On 19th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TANGA MARU	Jap. str.	—	G. Tabuse	NIPPON YUSEN KAISHA	On 20th inst., at 10 A.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &C.	BRISGAVIA	Ger. str.	k. w.	Boldt	HAMBURG-AMERIKA LINIE	On 24th inst.
MARSEILLES, HAVRE, BREMEN & HAMBURG &c.	ASTURIEN	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINIE	On 28th inst.
MARSEILLES & HAMBURG &c.	SUEDMARK	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINIE	On 23rd June.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN	HELGOLAND	Ger. str.	—		MELCHERS & Co.	About Middle of June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASILIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINIE	On 6th June.
HAVRE, ROTTERDAM, BREMEN & H'BURG, &c.	BAYERN	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	To-day.
HAVRE, HAMBURG & ANTWERP, &c.	ARABIA	Ger. str.	k. w.	Beth	HAMBURG-AMERIKA LINIE	On 14th inst.
HAVRE, EMDEN & HAMBURG, &c.	UCKERMARK	Ger. str.	k. w.	Rassau	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG, &c.	FURST BUELOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 5th June.
HAVRE, EMDEN & HAMBURG, &c.	SEG. VIA	Geo. str.	k. w.	Geisel	HAMBURG-AMERIKA LINIE	On 4th July.
VICTORIA B.C. & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 14th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	SAMBIA	Ger. str.	k. w.	[illegible]	HAMBURG-AMERIKA LINIE	On 17th inst.
VICTORIA, B.C., SEATTLE & VIA SHANGHAI, &c.	AKI MARU	Jap. str.	—	[illegible]	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	PANAMA MARU	Jap. str.	—	T. Kano	OSAKA SHOSEN KAISHA	On 27th inst., at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	CARNARVONSHIRE	Brit. str.	—	[illegible]	JARDINE, MATHESON & Co., LD.	On 28th inst.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—	[illegible]	SANDER, WIELER & Co.	On 15th inst., at 4 P.M.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.	NIPPON	Aus. str.	—	[illegible]	SANDER, WIELER & Co.	About 5th June.
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, &C.	BUELOW	Ger. str.	—	C. Nshrath	MELCHERS & Co.	On 13th inst., at 10 A.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRASAMHA	Brit. str.	—	J. P. Jones	JARDINE, MATHESON & Co., LD.	To-day.
BOSTON & NEW YORK	CHALISTER	Brit. str.	—	[illegible]	DODWELL & Co., LTD.	About 15th inst.
BOSTON & NEW YORK	KIOTO	Brit. str.	—	Smith	THE BANK LINE, LIMITED	On 25th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF RUSSIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 13th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. J. Hail	CANADIAN PACIFIC R. Co.	On 1st July, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOBRA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 9th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—	[illegible]	TOYO KAISEN KAISHA	On 19th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 27th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	O. Juranl	MELCHERS & Co.	On 16th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	[illegible]	GIBB, LIVINGSTON & Co.	On 29th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 3rd June, at Noon.
JAPAN	IYEKINI	Port. str.	—	[illegible]	JAVA-CHINA-JAPAN LIJN	Quick despatch.
YOKOHAMA, KOBE & MOJI	JAPAN	Brit. str.	—	C. P. Sedden	DAVID SASSOON & Co., LTD.	On 16th inst.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day, at 11 A.M.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 11th inst.
KOBE	COBLENZ	Ger. str.	—	H. Schmitt	MELCHERS & Co.	About 25th inst.
KOBE VIA SHANGHAI, YOKOHAMA	E. F. FERDINAND	Aus. str.	—		SANDER, WIELER & Co.	About 30th inst.
MOJI & KOBE	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
MOJI & KOBE	KAMAKURA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 16th inst.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Sakine	NIPPON YUSEN KAISHA	On 2nd June, at 5 P.M.
WEIHAIWEI & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	INDIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	To-day, at 10 A.M.
SHANGHAI	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., LD.	To-morrow, at Daylight.
SHANGHAI & TSINGTAU	CHUNAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 9th inst., at M'night.
SHANGHAI & TSINGTAU	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD.	On 10th inst., at D'light.
SHANGHAI	SHAOHSING	Brit. str.	1 m.	E. Franch	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
SHANGHAI & TSINGTAU	TAKSANG	Brit. str.	—	[illegible]	JARDINE, MATHESON & Co., LD.	On 14th inst., at D'light.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	Ger. str.	—	F. von Binser	MELCHERS & Co.	About 14th inst.
SHANGHAI MOJI, KOBE & YOKOHAMA	NEELCHEN	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 15th inst.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	1 m.	Pottinger	BUTTERFIELD & SWIRE	On 16th inst., at M'night.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Fren. str.	—	[illegible]	MESSAGERIES MARITIMES	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINIE	On 28th inst.
SHANGHAI	AFRICA	Aus. str.	—	[illegible]	SANDER, WIELER & Co.	On 5th June at 6 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 13th inst., at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 10th inst., at Noon.
SWATOW, AMOY & FOOCHOW	HIATAN	Brit. str.	2 h.	J. B. Roach	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 12th inst., at 11 A.M.
SWATOW	HAINUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 13th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 15th inst., at 11 A.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lesak	JARDINE, MATHESON & Co., LD.	On 9th inst., at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	On 12th inst., at 4 P.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LD	On 16th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 22nd inst., at 4 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	JINSEN MARU	Jap. str.	—	Terada	NIPPON YUSEN KAISHA	To-day.
BOMBAY VIA S'POER, PORT S'HAM, PENANG & COLOMBO	INDO MARU	Jap. str.	—	K. Komiya	OSAKA SHOSEN KAISHA	On 16th inst., A.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	MUTTRA	Brit. str.	—	Holman	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD.	On 9th inst., at 2 P.M.
SINGAPORE & CALCUTTA	LOVAT	Brit. str.	—	R. Glegg	JARDINE, MATHESON & Co., LD.	On 12th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	TORILLA	Brit. str.	—	C. J. Swanson, R.N.R.	DAVID SASSOON Co., LTD.	On 14th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	SANUKI MARU	Jap. str.	—	Deguchi	NIPPON YUSEN KAISHA	On 16th inst.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	On 11th inst., at 9 A.M.
HOIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	On 13th inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		From L'POOL		From VANCOUVER						
STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	St. John, N.B.	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF RUSSIA	Wed'day 13 May	16 May	17 May	19 May	21 May	30 May	—	—	18 Apr.	24 Apr.	EMPRESS OF INDIA	30 Apr.	14 May	15 May	17 May	19 May	22 May
EMPRESS OF INDIA	Thurs. 28 May	31 May	2 June	4 June	6 June	18 June	25 June	2 July	2 May	9 May	EMPRESS OF ASIA	14 May	25 May	26 May	28 May	30 May	2 June
EMPRESS OF ASIA	Wed'day 10 June	13 June	14 June	16 June	18 June	27 June	9 July	16 July	—	—	MONTEAGLE	20 May	5 June	8 June	Moji 10 June Nisaki	13 June	16 June
EMPRESS OF JAPAN	Thurs 25 June	28 June	30 June Moji	2 July	4 July	16 July	23 July	30 July	16 May	23 May	EMPRESS OF JAPAN	28 May	11 June	12 June	14 June	16 June	19 June
MONTEAGLE	Wed'day 1 July	4 July	6 July	8 July	11 July	25 July	—	—	30 May	6 June	EMPRESS OF RUSSIA	11 June	22 June	25 June	25 June	27 June	30 June

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across Canada £26 additional.	£65 —	£65 —
		£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."
HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.
Passengers may proceed by Rail between Ports of Call in Japan if so desired.
Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—
D. W. CRADDOCK,
1491] GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL	
MOJI and KOBE	"FOOKSANG"	Friday,	8th May, 4 P.M.
†SHANGHAI	"KWONGSANG"	Friday,	8th May, D'light.
MANILA	"LOONGSANG"	Saturday,	9th May, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday,	9th May, 2 P.M.
†SHANGHAI and TSINGTAU	"CHOYSANG"	Sunday,	10th May, D'light.
SINGAPORE & CALCUTTA	"LOVAT"	Tuesday,	12th May, 2 P.M.
† SHANGHAI and TSINGTAU	"TAKSANG"	Thursday,	14th May, D'light.
MANILA	"YUENSANG"	Saturday,	16th May, 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 2 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG," "LOVAT," "YATSHING" and "Suisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to T'tsze, Chefoo, T'sin, Dalny, W'wei, T'tsu & N'chwang.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 7th May, 1914. GENERAL MANAGERS. [11

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Telephone No. 215. AGENTS
Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON, ROTTERDAM & ANTWERP	"CARDIGANSHIRE"	On 15th May.
LONDON, ROTTERDAM & ANTWERP	"RADNORSHIRE"	On 25th June.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"CARNARVONSHIRE"	On 28th May.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MONMOUTHSHIRE"	On 29th June.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.
JARDINE, MATHESON & Co., LTD.,
Hongkong, 23rd April, 1914. AGENTS. 41

SHIPPING

ARRIVALS.

ARABIEN, Danish str., 3,004, V. Van Deurs, 5th May—Karatsu 1st May, Beans and General.—Melchers & Co.
BAYERN, German str., 5,085, G. Habel, 6th May—Shanghai 3rd May, Nil.—Hamburg-Amerika Linie.
CHENAN, British str., 1,354, Lloyd Jones, 6th May—Shanghai, 3rd May, General.—Butterfield & Swire.
FAUSANG, British str., 1,410, H. S. Malkin, 6th May—Saigon 2nd May, Rice.—Jardine, Matheson & Co.
INDIA, British str., ——, C. C. Talbot, R.N.R., 6th May—Singapore 1st May, Mails and General.—P. & O. S. N. Co.
JINSEN MARU, Japanese str., 2,347, Terada, 6th May—Moji 1st May, General.—Nippon Yusen Kaisha.
BENLEDI, British str., 2,518, A. Tough, 6th May—Singapore 31st April, General.—Gibb, Livingston & Co.
PHU YEN, French str., 1,292, Ribault, 6th May—Saigon 1st May, Rice and General.—Bradley & Co.
SIBERIA, American str., 5,655, A. Zeeder, 6th May—San Francisco 7th April, Mails and General.—Pacific Mail S.S. Co.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.

May 6th.

ARABIEN, Danish str., for Singapore.
BENLEDI, British str., for Nagasaki.
HSINCHANG, Chinese str., for Canton.
HUE, French str., for K. C. Wan.
INDIA, British str., for Shanghai.

DEPARTURES.

May 6th.

BOMBAY MARU, Japanese str., for Moji.
DAGFIN, Norwegian str., for Hongay.
GREGORY APCAR, British str., for Moji.
HAIMUN, British str., for Swatow.
KAIJO MARU, Japanese str., for Swatow.
KIANG PING, Chinese str., for Chinkiang.
KUMANO MARU, Jap. str., for Yokohama.
KWANGTAH, Chinese str., for Canton.
MATSURA MARU, Japanese str., for Taveh.
MISHIMA MARU, Jap. str., for London.
NIKKO MARU, Japanese str., for Sydney.
SEANGCHOON, British str., for Amoy.
SUNGKIANG, British str., for Haiphong.
TAMBA MARU, Japanese str., for Seattle.

VESSELS EXPECTED.

THE AUSTRALIAN MAILS.

The E. & A. str. *St. Albans* left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 29th April, and may be expected to arrive here on or about the 23rd May.

The I.G.M. str. *Coblenz* left Sydney on the 2nd May, at 2 p.m., and may be expected here on or about the 24th May.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Ludwig*, carrying the German mails, with dates from Berlin of the 15th April, left Colombo on the 3rd May, a.m., and may be expected here on or about the 14th May.

MERCHANT STEAMERS.

The N.Y.K. str. *Hakata Maru* (Calcutta Line) left Calcutta for this port on the 21st April, and is expected here on the 10th May.

The N.Y.K. str. *Aki Maru* (American Line) left Yokohama for this port via ports on the 27th April, and is expected here on the 10th May.

The str. *Japan* left Calcutta on the 25th April, and may be expected here on or about the 11th May.

The str. *Dunera* left Calcutta on the 1st May, and may be expected here on or about the 17th May.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port via ports on the 21st April, and is expected here on the 24th May.

The N.Y.K. str. *Kitano Maru* (European Line) left London for this port via ports on the 25th April, and is expected here on the 3rd June.

SHIRE LINE, LIMITED.

Denbighshire, passed the Canal 14th April, and is due in Hongkong 10th May.
Cardiganshire, from Seattle, is due in Hongkong 14th May.
Carnarvonshire, from London, is due in Hongkong 28th May.

PASSED THE CANAL.

March 31st—*Lennox, Atreus, O. J. D. Ahlers.*
April 3rd—*Pyrrhus.*
April 7th—*Ajax.*
April 14th — *Canton, Denbighshire, Nile, Ping Suey, Sumbia, Africa.*
April 17th—*E. F. Ferdinand, Machaon*
April 21st—*Benlarig, Keemun, Meinam, Kingchow, Sithonia, Indradeo.*
April 24th — *Benlomond, Miyasaki Maru, Polynesien, P. E. Friedrich, Prinz Ludwig.*
April 28th *Ambria, Benvenue, Den of Airlie, Senegambia, Neleus.*
May 1st—*Den of Ogil, Malta, Oanfa, Amazone, Segovia, Phemius, Rhesus.*
May 5th—*Bencleuch, Ceylon, Idomeneus, Konung Si, Scandia, Africa, Siam, Gottingen, Tokushima Maru.*

ARRIVALS AT HOME.

May 5th—*Sithonia, Amazone.*

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to:—

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
THURSDAY, 7TH MAY, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*
FRIDAY, 8TH MAY, 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 10TH MAY, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday and Friday, at about 6 p.m., and the other leaves Wuchow for Canton every Monday, Wednesday and Friday, at about 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller...	Manila, Mangarin, Cebu and Iloilo	On 12th May, 4 P.M.
ZAFIRO	4000	F.S.McMurray	Manila, Mangarin, Cebu and Iloilo	On 22nd May, 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 4th May, 1914. PHILIPPINES S.S. Co. [7

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN	On 17th May.
	V. CIOTAT	On 31st May.

HOMEWARD

MARSEILLES VIA PORTS	CORDILLERE	On 19th May, at 1 P.M.
	MAGELLAN	On 2nd June, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.
2]

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
25th May.	"SURAT"	17th June.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.
35]

PACIFIC MAIL S.S.CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA	Sailing	SATURDAY, 9th May, at 1 P.M.
SIBERIA	"	SATURDAY, 16th May, at 1 P.M.
CHINA (via Manila)	"	WED'DAY, 27th May, at Noon.
MANCHURIA	"	SATURDAY, 6th June, at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
TEL. NO. 141. KING'S BUILDINGS.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £56 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "NIPPON," 13,950 tons, will leave as above about 5th June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £6.1.6.

BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £3.15, II £6 1.9

BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9

BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6

TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 1st June, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 30th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER. WIELER & Co., AGENTS,
Hongkong, 5th May, 1914. Princes' Building. [43

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

	STEAMER		CAPTAIN		LEAVING
‡	"TACOMA MARU"	...	T. Hamada	...	THURSDAY, 14th May, at Noon.
†	"PANAMA MARU"	...	J. Kanso	...	WED'DAY, 27th May, at Noon.
‡	"SEATTLE MARU"	...	T. Saito	...	THURSDAY, 11th June, at Noon.
†	"MEXICO MARU"	...	N. Kobayashi	...	WED'DAY, 24th June, at Noon.
‡	"CHICAGO MARU"	...	I. Goto	...	
†	"CANADA MARU"	...	H. Yamamoto	...	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER		CAPTAIN		LEAVING
"INDO MARU"	...	K. Komiya	...	SATURDAY, 16th May, A.M.
"LUZON MARU"	...	T. Miyata	...	FRIDAY, 5th June, A.M.
"JAVA MARU"	...	D Fuchigami	...	MONDAY, 6th July, A.M.

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAIJO MARU"	Y. Yamamoto ...	

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER		CAPTAIN		LEAVING
"DAIJIN MARU"	...	K. Murakami	...	SUNDAY, 10th May, at Noon.
"DAIGI MARU"	...	S. Tokushige	...	SUNDAY, 17th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN		LEAVING
"SOSHU MARU"	K. Hattori	...	WED'DAY, 13th May, at 10 A.M.

FOR CANTON.

STEAMER		CAPTAIN		LEAVING
"SOSHU MARU"	...	K. Hattori	...	FRIDAY, 8th May.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Nos. Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
741] Second Floor No. 1 Queen's Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN ...	June 5	Thursday June 11
					Saturday	Friday
May 14	INDIA	May 19	May 23	MOREA	June 20	June 26
May 28	DEVANHA ...	June 2	June 6	MALOJA	July 4	July 11
June 11	DELTA ...	June 16	June 20	MALWA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA ...	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA ...	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT..	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS.

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Apr. 28	May 7	May 13	May 19	June 16	June 26
NOVARA	May 26	June 4	June 10	June 16	July 14	July 24
NELLORE	June 9	June 18	June 24	June 10	July 28	Aug. 7
*KHYBER	June 23	July 2	July 8	July 24	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 18	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Au. 21	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 5	Sept. 23	Oct 3.

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
74 SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU Capt. G. Tabusa,	12,500	WED'DAY, 20th May, at 10 A.M.
	ATSUTA MARU Capt. J. Nagano,	16,000	WED'DAY, 3rd June, at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA ...	§ AKI MARU Capt. Noma	12,530	TUESDAY, 19th May, at 4 P.M.
	§ SADO MARU Capt. K. Asakawa,	12,500	TUESDAY, 2nd June at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. K. Soyeda,	9,300	WED'DAY, 3rd June, at Noon.
	TANGO MARU Capt. Sekine,	13,500	WED'DAY, 1st July, at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ..	SANUKI MARU Capt. Doguchi,	12,500	SATURDAY, 16th May.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Terada,	5,000	THURSDAY, 7th May.
MOJI and KOBE...	KAMAKURA MARU Capt. T. Hori,	12,500	SATURDAY, 16th May.
KOBE and YOKOHAMA	HAKATA AMRU Capt. Nomura,	12,500	MONDAY, 11th May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine,	13,500	TUESDAY, 2nd June at 5 P.M.
KOBE and YOKOHAMA ...	HITACHI MARU Capt. Sato,	12,500	THURSDAY, 7th May, at 11 A.M.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd " ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241 [8 9-15

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	INDIA, Capt. C. O. Talbot, R.N.R.	10 A.M. 7th May.	Freight and Passage.
LONDON *via* USUAL PORTS OF CALL	*ASSAYE*, Capt. G. J. Coldwell	Noon, 9th May.	*See Special Advertisement.*
LONDON and ANTWERP *via* SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR, Capt. A. Collyer	About 13th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE, Capt. J. Gaunt, R.N.R.	About 15th May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th May, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"LUCHOW"	On 7th May, 4 P.M.
SHANGHAI and TSINGTAU	"CHENAN"	On 9th May, M'night.
SHANGHAI	"SHAOHSING"	On 12th May, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 12th May, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 12th May, 4 P.M.
HOIHOW, and HAIPHONG	"KAIFONG"	On 13th May, 10 A.M.
SHANGHAI	"ANHUI"	On 14th May, 4 P.M.
SHANGHAI and TSINGTAU	"YINGCHOW"	On 16th May. M'night.
MANILA, CEBU and ILOILO	"TEAN"	On 19th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

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The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 7th May, 1914. TELEPHONE 36. AGENTS. [5

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE AND YOKOHAMA	"SEGOVIA"	23th May.
" " " "	"PREUSSEN"	8th June.
" " " "	"SILESIA"	18th June.
" " " "	"C. FERD. LAEISZ"	3rd July.
" " " "	"SENEGAMBIA"	17th July.
" " " "	"SCANDIA"	27th July.
" " " "	"ALESIA"	14th Aug.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"SAMBIA"	17th May.
" " " "	"SAXONIA"	10th June.
" " " "	"SUEVIA"	12th July.
" " " "	"SITHONIA"	31st July.
" " " "	"BELGRAVIA"	8th Sept.
HAVRE, ROTTERDAM, BREMEN & HAMBURG	"BAYERN"	7th May.
HAVRE, ANTWERP & HAMBURG	"ARABIA"	14th May.
HAVRE, EMDEN & HAMBURG	"UCKERMARK"	15th May.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"BRISGAVIA"	24th May.
MARSEILLES, HAVRE, BREMEN & HAMBURG	"ALTMARK"	28th May.
HAVRE & HAMBURG	"FURST BULOW"	5th June.
ROTTERDAM, HAMBURG & ANTWERP	"BRASILIA"	6th June.
ROTTERDAM, HAMBURG & ANTWERP	"WUERTTEMBURG"	19th June.
MARSEILLES & HAMBURG	"SUEDMARK"	23rd June.
HAVRE, EMDEN & HAMBURG	"SEGOVIA"	4th July.
ROTTERDAM, HAMBURG & ANTWERP	"GOLDENFELS"	13th July.

For Further Particulars, apply to—
Hongkong, 6th May, 1914.

HAMBURG-AMERIKA LINIE,
Hongkong Office. [6

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Beach	FRIDAY, 8th May, at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 12th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th May, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. J. Evans	SUNDAY, 10th May, at 10 A.M. WEDNESDAY, 13th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th May, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE		On 29th May, 10 A.M.
ST. ALBANS	23rd May.	On 19th June, 10 A.M.
EASTERN	13th June.	On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

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SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	...TUES., 19th May.
TENYO MARU	22,000—21 knots	...TUES., 16th June.
*NIPPON MARU	11,000 — 18 knots	...TUESDAY, 23rd June.
*HONGKONG MARU	11,000 — 18 knots	...FRIDAY, 10th July.
SHINYO MARU	22,000—21 knots	...TUES., 14th July.

Steamers via Shanghai will be despatched at Noon.
" " Manila " " " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

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Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

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THENCE BY
TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	... ... from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

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King's Building.

TELEPHONE 291. [212

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 5,013 tons, Captain C. F. Sedden, will be despatched for YOKOHAMA, KOBE and MOJI on 16th May.

WESTWARD

S.S. "MUTTRA," 4,644 tons, Captain R. A. Holman, for SINGAPORE, PENANG, RANGOON and CALCUTTA on 8th May, at 3 P.M.
S.S. "TOEILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 5th May, 1914 AGENTS. 49

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,00 i.h.p., Comdr. A. Cochrane, Kobe, en route to Weihaiwei, due about 11th May.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p. Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lt.-Commr. V. R. Brandon, on passage to Hongkong
Britomart, gunboat, 710 tons, 900 i.h.p, Lieut.-Comdr. P. B. Preston-Thomas, Yangtse.
Cadmus, British sloop, 1 070 tons, i.h.p., 1,400 f.d., Captain M. S. Fitzmaurice, Yangtse.
Cherub, water tank and tug, 390 tons, 3401 i.h.p. Hongkong
Clio, British sloop, 1 070 tons, 1,400 i.h.p., Comdr. Mackenzie, Yangtse.
Colne, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. Comdr. C. Seymour, en route to Weihaiwei, due about 11th May.
Cholmer, T.B.D., 560 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, en route to Weihaiwei, due about 11th May.
Fame, T.B.D., Lt.-Comdr. C. M. Blackman, Hongkong.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, en rout to Weihaiwei, due about 11th May.
Jed, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, en route to Weihaiwei, due about 11th May
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtse.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lieut. F. J. B. Gibson, Labuan.
Minotaur, armoured cruiser (flagship Vice-Admiral T. H Jerram, K.C.B.,) 27,000 i.h.p., Capt. E. S Kiddle, en route to Weihaiwei, due about 11th May.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr Alan Dixon, W. River
Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, en route to Weihaiwei, due about 11th May.
Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, Yangtse.
Kennet, T.B.D., 550 tons, 4 guns, 12-pr., i.p.h., 7,500 f.d., Lieut. F. A. H. Passal, en route to Weihaiwei due about 11th May.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Wilkinson, en route to Weihaiwei due about 11th May.
Robin, river gunboat, 85 tons, guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship to Submarines, 986 tons, 1,400 i.h.p., Lieut Comdr. F. A. Cromie, Swatow.
Sandpiper, river gunboat, 85 tons, 2 guns, 2,400 i.p., Lieut.-Comdr. I. A. S. Hutton, West River
Snipe, river gunboat, 85 tons, 2 guns; 240 i.h.p. Lt.-Comdr. M. R. J. Maxwell-Scott Yangtse.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. S. P. B. Pussel, Yangtse.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. G. F. L. L. Page, Canton.
Triumph, battleship, 11,985 tons 12,500 i.h.p., A. Commdr. A. S. Susmann, Hongkong.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns Lieut. Maxwell, en route to Weihaiwei, due about 11th May
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Porgrand, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. A. J. Landon, Yangtse.
Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lt.-Comdr. M. B. R. Blackwood, Yangtse.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtse.
Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Hongkong.
Submarines:—
C. 36, D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Handley.
T.B. 036, Lieut.-Comdr. Barton.
T.B 037, Lieut.-Comdr. Wyndham-Quin
T.B. 038, Lieut.-Comdr. Seymour.

FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS, A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

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FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and BREMEN	"BUELOW." Capt. C. NAHRATH	16,900	Wednesday, 13th May, at 10 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG," Capt. F. VON BINZER,	18,300	About Thursday, 14th May.
MANILA, ANGAUR, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JURANY,	6,100	Saturday, 16th May, at 9 A.M.
KOBE	"COBLENZ." Capt. H. SCHMITT,	6,750	About Tuesday, 26th May.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER,	5,000	Monday, 11th May, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

[3

FREIGHT LINE.
NEXT SAILINGS FROM HONGKONG.

OUTWARD. Steamship	about	HOMEWARD.
"BORKUM"	21st May.	FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "HELGOLAND" about Middle of June.
"ALTAIR"	25th May.	FOR HAVRE, EMDEN AND HAMBURG/BREMEN S.S "BORKUM" about End of June.
"DURENDART"	8th June.	FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG: S.S. "ALTAIR" Beginning of July.
		FOR HAVRE, EMDEN AND HAMBURG/BREMEN S.S. "DURENDART" Middle of July

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
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Hongkong, 20th April, 1914. GENERAL AGENTS. [118

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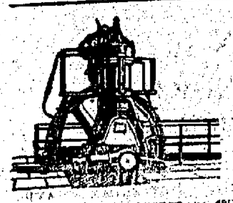

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HONGKONG.

Hongkong, 4th May, 1914. [36-48

POST OFFICE NOTICE.

The *Assaye*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 18th ult., is due to arrive here to-morrow.

On and after 15th inst., the Western Branch Post Office will be closed to the public at 8.30 p.m. The night mail for Canton will be closed at 9.30 p.m. Any letters posted up to 9.30 p.m. will be included in the mail.

Chinese Registered Correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
SHANGHAI and NORTH CHINA (EUROPE VIA SIBERIA) ... [To make connection with the Daily steamer leaving Shanghai on Monday, the 11th inst., at 1 p.m.]	*India* ...	Thursday, 7th, Registration ... 5.00 P M on Wednesday, 6th inst. Letters ... 9.00 A M
Fort Bayard, Haiphong and Pakhoi ...	*Hue*	Thursday, 7th, 11.00 A M
Shanghai and North China ...	*Luchow* ...	Thursday, 7th, 3.00 P M
*Straits, *Ceylon and *India via *Bombay ...	*Jinsen Maru* ...	Thursday, 7th, 4.00 P M
*Japan via *Yokohama	*Fooksang* ...	Thursday, 7th, 5.00 P M
*Swatow, *Shanghai and *North China ...	*Kwongsang* ...	Thursday, 7th, 5.00 P M
*Straits	*Bayern* ...	Thursday, 7th, 5.00 P M
*Swatow	*Chowtai*	Friday, 8th. 9.00 A M
Swatow, Amoy and Foochow	*Haitan* ...	Friday, 8th, 10.00 A M
Haiphong and Pakhoi	*Anghin* ...	Friday, 8th, 11.00 A M
*Chinwangtao	*Albiona*	Saturday, 9th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, *UNITED STATES, *SOUTH AMERICA and *CANADA via *SAN FRANCISCO ... (EUROPE VIA SIBERIA ... [To make connection with the Daily steamer leaving Shanghai on Wednesday, the 13th inst., at 5 a.m.]	*Korea* ...	Saturday, 9th, (Registration with late fee of 10 cents up to 10.30 A.M.) ... ... Registration Kowloon B.O. ... ... 9.30 A M Letters ... ...11.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ... The Parcel mail will be closed to-morrow, at 5 p.m.	*Assaye* ...	Saturday, 9th, Printed Matter and Samples ... ... 10.00 A M Registration ... 10.15 A M Registration with late fee of 10 cents up to 11.00 A M) Registration, Kowloon B.O. ... 9.30 A M Letters ... 11.00 A M
Philippine Islands	*Loongsang* ...	Saturday, 9th, 1.00 P M
Straits, and India via Calcutta ...	*Kumsang* ...	Saturday, 9th, 1.00 P M
Straits, Burmah and India via Calcutta ...	*Muttra* ...	Saturday, 9th, 2.00 P M
*Shanghai and *North China ...	*Choysang* ...	Saturday, 9th, 5.00 P M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ... [To make connection with the Tsinpu train leaving Shanghai on Thursday, the 14th inst., at 8 p.m.]	*Chenan*	Saturday, 9th, 5.00 P M
Swatow	*Haimun* ...	Sunday, 10th, 9.00 A M
Swatow, Amoy, and Formosa via Tamsui ...	*Darjin Maru* ...	Sunday, 10th, 9.00 A M
Jesselton, Kudat and Sandakan	*Borneo* ...	Monday, 11th, 8 A M
Swatow, Amoy and Foochow ...	*Haiyang* ...	Tuesday, 12th, 10.00 A M
Straits and India via Calcutta	*Lovat* ...	Tuesday, 12th, 1.00 P M
*Weihaiwei and *Tientsin	*Kueichow* ...	Tuesday, 12th, 3.00 P M
Philippine Islands	*Bubi* ...	Tuesday, 12th, 3.00 P M
*Shanghai and *North China	*Shaohsing* ...	Tuesday, 12th, 3.00 P M
*Philippine Islands	*Taming* ...	Tuesday, 12th, 3.00 P M
Hoihow, Haiphong and Pakhoi	*Kaifong* ...	Wednesday, 13th, 9.00 A M
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NAPLES ...	*Bilow*	Wednesday 13th Printed Matter and Samples ... ... 8.30 A M Registration ... 8.30 A M Registration, Kowloon B.O. ... 8.00 A M Letters 9.00 A M
Swatow	*Haimun* ...	Wednesday, 13th. 10.00 A M

* Specially superscribed correspondence only.

FORTHCOMING EVENTS.

Saturday, 9th May:—
2 p.m.—Pan Hing Hotel Co., Ltd., Extraordinary General Meeting at Messrs. U. Rumjahn & Co.'s Offices.
9.15 p.m.—Hippodrome Circus at Causeway Bay.

Monday, 11th May:—
Noon—China Fire Insurance Co., Ltd., Extraordinary General Meeting.
3 p.m.—Auction of Right to Quarry Stone on Four Lots of Crown Land at Ngau Shi Wan in the New Territories, by Public Works Dept.

Thursday, 14th May:—
11.30 a.m.—Hongkong Electric Co., Ltd., Meeting of Shareholders.

Saturday, 16th May:—
Noon—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Extraordinary General Meeting at Jardine, Matheson & Co., Ltd.'s Offices.

Monday, 18th May:—
11.30 a.m.—Canton Insurance Office, Ltd., Meeting of Shareholders.
11.45 a.m.—The Canton Insurance Office, Ltd., Extraordinary General Meeting.

COMMERCIAL.

CLOSING QUOTATIONS.

	May 6th.
ON LONDON:—	
Telegraphic Transfer ...	1 11⅜
Bank Bills, on demand ...	1/11 7/8
Bank Bills, at 30 days' sight ...	1/11⅛
Bank Bills, at 4 months' sight ...	1/11 3/8
Credits, at 4 months' sight ...	1/11 3/8
Documentary Bills 4 months' sight	1/11⅛
ON PARIS:—	
Bank Bills, on demand ...	246
Credits, at 4 months' sight ...	251
ON GERMANY:—	
On demand ...	200
ON NEW YORK:—	
Bank Bills, on demand ...	47⅝
Credits, at 60 days' sight ...	48⅛
ON BOMBAY:—	
Telegraphic Transfer ...	145⅞
Bank, on demand ...	146
ON CALCUTTA:—	
Telegraphic Transfer ...	145⅞
Bank, on demand ...	146
ON SHANGHAI:—	
Bank, at sight ...	73⅜
Private, 30 days' sight ...	74⅛
ON YOKOHAMA—On demand ...	95½
ON MANILA:—On demand—Pesos—96	
ON SINGAPORE:—On demand ...	83⅜
ON BATAVIA:—On demand ...	118
ON HAIPHONG:—On demand ...	3½% p.m.
ON SAIGON:—On demand ...	½ "
ON BANGKOK:—On demand ...	78⅛
SOVEREIGNS, Bank's Buying Rate ...	$10.15
GOLD LEAF, 100 fine, per tael ...	$53.50
BAR SILVER, per oz. ...	27⅛

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$ 7.60 discount.
Hongkong..10 " ...	$ 8.80 "

MAILS VIA SIBERIA.

London Date	Due
April 18th.	May 4th

"EMBASSY" CIGARETTES ARE DELIGHTFUL—IN 10's, 25's AND 50's TINS.

ASK SPECIALLY FOR

MACKIE'S

WHITE HORSE

WHISKY.

HEART TONIC DIGESTIVE AND NON-GOUTY.

$20 DOZ. INCLUDING DUTY.

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Wilkmaid BRAND

STERILIZED NATURAL MILK,

IS SIMPLY PURE, FRESH MILK.

IT POURS

out of the tin like Best Quality

FRESH MILK

It is

NOT CONDENSED

neither does it contain any preservatives.

The quality is

ALWAYS UNIFORM.

GUARANTEED ABSOLUTELY PURE.

OBTAINABLE AT ALL STORES. [1-2

SHARE LIST.—QUOTATIONS.

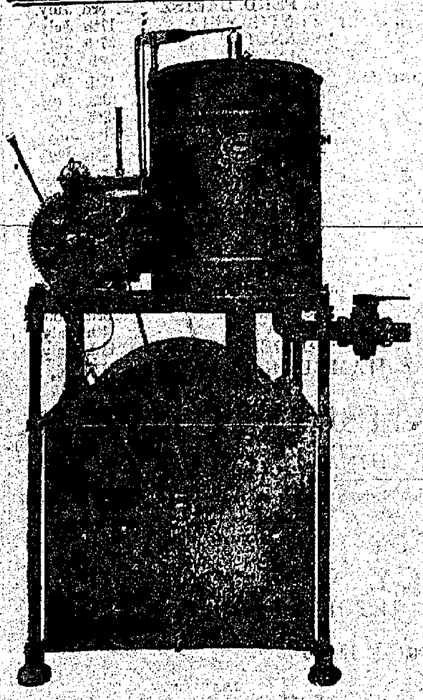
HONGKONG, 6TH MAY, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.		RETURN ON BASIS OF LAST DIV'D.
BANKS.—						
Hongkong & Shai. Bank Corporation	120,000	$125	all	$810, sellers	£32.10,- L'don	5⅓ p.c.
China Borneo Company, Limited	60,000	$12	all	$12, buyers		8⅓ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4.10, sellers		
	50,000	$1	all			
China Provident Loan & Mortgage Co., Ld	200,000	$10	all	$8¾, sellers		7½ p.c.
COTTON MILLS.—						
Ewo Cotton Spin'g. & Weaving Co., Ld	20,000	Tls. 50	all	Tls 125		
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$8, sellers		
Dairy Farm Company, Limited	40,000	$7½	all	$37½, buyers		5 p.c.
DOCKS AND WHARVES.—						
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$80, sales		5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$67, sellers		3 p.c.
New Amoy Dock Co., Limited...	10,000	$62	all	$8⅛		7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 51, buyers		
S'hai. and Hongkew Wharf Co., Ld.	56,000	Tls. 100	all	Tls. 94		
Green Island Cement Co., Limited...	400,000	$10	all	$6½, sales		
Hongkong Electric Co., Limited	60,000	$10	all	$4¾, sellers		4 p.c.
Hongkong Hotel Company Limited ...	20,000	$50	all	$123½		5 p.c.
Manila Metropole Hotel, Limited	15,000	Pa. 10	all	P8⅜, sellers		
Hongkong Ice Company, Limited	5,000	$25	all	$190, buyers		5½ p.c.
Hongkong Rope Manufacturing Co., Ld	60,000	$10	all	$22, buyers		9½ p.c.
H'kong. & South China Steam Fishers Co., Ld.	15,000	$5	all	$2		
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10		
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	3/4, sales		
INSURANCES.—						
Canton Insurance Office Co., Limited	10,000	$250	$50	$332½, sales		6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$145, sales		6⅔ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$368, buyers		7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 140, sellers		
Union Insurance Society, Limited	12,400	$250	$100	$775, sellers		6½ p.c.
Yangtsze Insurance Association, Ld	12,000	$100	$60	$195, @ Ex 73		
LANDS AND BUILDINGS.—						
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$112, buyers		6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200		
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½, buyers		5⅓ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44		7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 91, buyers		
West Point Building Co., Limited	12,500	$50	all	$71½, buyers		5⅓ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 46, sales		
MINING.—						
Chinese Engineering and M. Co., Ld	1,000,000	£1	all	39/-		
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all	2/6		
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3, sales		
Tronoh Mines, Limited ...	160,000	£1	all	34/-, sellers		
Peak Tramways Co., Limited	25,000	$10	all	$10, buyers		7⅓ p.c.
	50,000	$10	$1	$0.93, sellers		
Philippine Co., Limited	75,000	$10	all	$5		
Pulpes et Papeteries du Tonkin Societe de	13,200	$50	all	$20, sellers		
REFINERIES.—						
China Sugar Refining Co., Limited	20,000	$100	all	$87, buyers		3 p.c.
Luzon Sugar Refining Co., Limited	7,000	$100	all	$28		
STEAMSHIP COMPANIES.—						
China and Manila Steamship Co., Ld	30,000	$25	all	$3½		
Douglas Steamship Co., Limited	20,000	$50	all	$3½		5 p.c.
H'kong., Canton & Macao S.B. Co., Ld	80,000	$15	all	$27, sales		7½ p.c.
Indo-China Steam Navigation Co., Ltd	50,000 pref.	£5	all	$67½	L'don £7. 10s.	6 p.c.
	50,000 def.					3½ p.c.
Shell Transport & Trading Co., Ld	2,500,000	£1	all	103/6, sales		
Star Ferry Company, Limited	40,000	$10	all	$48		
South China Morning Post, Limited	6,000	$25	all	$20		
Steam Laundry Company, Limited	20,000	$5	all	$4½, sales		
STORES AND DISPENSARIES.—						
Powell, Wm., Limited ...	15,000	$7	all	$8¼		4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$8, sales		
Union Waterboat Co., Limited	50,000	$10	all	$20, sellers		5½ p.c.

Para Rubber in London ... 2/11½ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*



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THE "PHŒNIX"

PRODUCER OF AIR-GAS.

The "PHŒNIX" apparatus solves the problem of lighting dwelling-houses, which, owing to their distance from large centres of population, cannot be lighted by coal-gas or other good lighting-system.

The "PHŒNIX" is the MOST ECONOMICAL and the LEAST DANGEROUS of all systems known hitherto—Acetylene, etc., which it surpasses in all respects. It needs neither regulation, cleaning, nor removal of refuse; the feeding of the apparatus only takes a few minutes every two or three days.

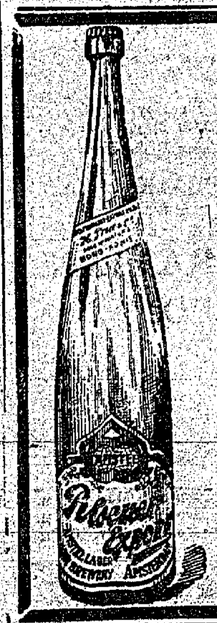
A 30-light machine on view in our Show Room, 14, Des Vœux Road Central.

Welsbach Mantle and Gas Fittings always in stock.

C Mantles... ..$1.50 per dozen.
" " ... 0.15 each.

Plans and Estimates are given free on application.

Telegrams "Marinework," Telephone 358. [494



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